

A CENTURY of QUALITY and SERVICE
1850-1950

A NEW SHIPMENT HAS ARRIVED OF
PATON'S & BALDWIN'S
3-ply Knitting Wools

In a FULL RANGE of
Pretty Pastel Shades

Also—Large Selection of
PATTERN BOOKS

Needles—All Sizes

LANE CRAWFORD LIMITED
MEZZANINE FLOOR

What's in a name?

...or in a cigarette that matters.
Just this—that within the framework of man's appreciation Rothmans De Luxe have come to mean more than mere cigarettes. Indeed De Luxe is now a well-established symbol of inspired craftsmanship invariably associated with good taste.

Rothmans De Luxe Virginia
MADE IN ENGLAND
ENGLAND'S LUXURY CIGARETTE

SOLE DISTRIBUTORS: GILMAN & COMPANY LIMITED

FABULOUS CLEARANCE FROM MODE ELITE

COME EARLY FOR THIS SPECTACULAR SALE!

DRESSES	from \$ 30
COATS	\$100
SUITS	\$100
BLOUSES	\$ 15
JACKETS	\$ 50
SKIRTS	\$ 20
EVENING DRESSES	\$100

1950 MODELS AT 20% OFF

LAST DAY—TODAY ONLY
100% OFF

MODE ELITE

Kowloon Bldg., 22, Queen's Rd., C., H.K.
Tel. 24052



A parade by the 1st Battalion South Staffordshire Regiment was held in the New Territories yesterday. The Guard of Honour formed by Major-General G. C. Evans, GOC, 40th Division, wore old-time uniforms of the Regiment. Shown here is the Battalion on parade.

Personalia

Chief Inspector F. J. Clarke, who joined the Hong Kong Police Force on July 17, 1924, has been awarded a First Bar to the Colonial Police Long Service Medal. The award is effective from July 17, 1949.

Inspector J. Orem, who joined the Hong Kong Police Force on February 23, has been awarded a First Bar to the Colonial Police Long Service Medal, effective from February 23 last year.

Mr. and Mrs. T. O. Rose, Mr. and Mrs. C. S. Lu, Miss P. Peters and Captain Lad Moore were among those who left the Peninsula Hotel on Thursday.

New arrivals at the Peninsula Hotel on Thursday included Mr. and Mrs. B. Braithen, Mrs. M. Stowe, Messrs. L. A. Lewis, S. J. Woodhouse, L. W. Bush, L. Perera, T. Kambara, Cheong Ching-leng, F. Carlon and T. M. Taylor.

Arrivals from Manila by CPA on Friday included Messrs. N. Papadimitriou, V. Rabel, H. Keeler, D. Donnan, Mrs. Alice Keeler and Mrs. Anna Rabel.

Messrs. A. F. Headlam and M. Merritt arrived in the Colony on Friday from Singapore by CPA.

Mrs. Donna A. Trent, who arrived here yesterday from Bangkok by the ss. Hermelin will leave for Manila by the ss. Monagan.

Mr. John McAslan, Bailie of Glasgow will address the Kowloon Rotary Club on Thursday at the Peninsula Hotel. His subject will be "Let Glasgow Flourish".

Miss Mary L. Duncan and Miss Mary J. Finkle left the Colony for Bangkok yesterday by CPA.

Messrs. G. Mitchell, I. F. Stobart, John W. Gray, W. Watson and W. McGleughlin left for Singapore by CPA yesterday.

Mr. D. C. Vail, Special Representative, General Traffic Department, North West Airlines, Incorporated, left for Manila by Pan American World Airways yesterday.

Mr. Vail arrived here during the last week with two members of the Seattle Goodwill Tour Group.

Mr. Russell Brines, Associated Press chief of Bureau, Tokyo, and Mr. Charles Garry, AP staff photographer, left for Bangkok by Pan American World Airways yesterday.

Also leaving for Bangkok by PAA was Mr. Earnest Hobercht, United Press Tokyo Manager.

Squadron Leader N. M. W. Harris, Major Thos. P. Gracknell, Commander F. R. Mannin, Dr. J. A. da Silva, Mr. and Mrs. R. C. Bannister, Miss G. E. Bannister, Privates D. Tappin and J. McFallone, Messrs. D. M. Mathesib, C. A. A. Rogerson and J. H. Vickery left Hong Kong for the United Kingdom yesterday by BOAC.

Mr. D. R. Patterson left the Colony for Rangoon by BOAC yesterday.

Departures for Bangkok yesterday by BOAC included Mrs. D. Bellamy, Miss M. Monson, Miss Hart and Captain R. J. Bone.

South Staffordshire Regiment on parade

In spite of dull skies and drizzling rain, 35 officers and 853 men of the South Staffordshire Regiment yesterday morning carried out a ceremonial parade at their camp at Tsun Wan to celebrate the anniversary of two of their battle honours, Sobraon, 1846 and Kirbekan, 1885.

The battalion, drawn up in line and with the King's and Regimental Colours on parade, was commanded by Lt. Col. F. L. Martin, DSO.

Major-General G. C. Evans, CB, CBE, DSO, GOC, 40th Infantry Division, was greeted on his arrival by a General Salute.

He then proceeded to carry out his inspection of the ranks drawn up on parade, stopping now and again to converse with individual soldiers. During the inspection, which lasted half an hour, the band played under cover of one of the large sheds in the immediate rear of the parade.

After the inspection General Evans took the salute as the battalion, headed by the band playing the Regimental March, "Come Lassies and Lads," marched past in column of threes. On the day with him were Brigadier J. P. O'Brien, Twelfth CBE, DSO, Commander 28 Infantry Brigade and Lieutenant-Colonel Martin, while to their rear stood a guard of honour, consisting of soldiers dressed in old-time uniforms of the regiment, ranging from 1805, when the regiment was first raised, to the Napoleonic War period. All the arms and many of the uniforms of this party were the originals.

For these men it was practically the last time that they would go on parade as they were all young National Servicemen who are to embark on the Dunera today to return home for demobilisation.

The two Battle Honours being celebrated both took place on February 10. Sobraon, fought on February 10, 1846, was the final battle of the first Sikh War.

The South Staffordshire formed part of the leading line of the British army which defeated the Sikhs at the Battle of Ferozeshah, the other British unit which attacked with them being the 10th (Lincoln) and 53rd (KSLI).

The charge was carried out with great gallantry and broke through the Sikh line, whereupon the South Staffs swept through the batteries firing the Sikh entrenchments, their "craze of noble daring" (as it was described in the Commander-in-Chief's despatch) proving decisive.

The Battle of Kirbekan was fought on February 10, 1885, by the River Tigris, which had moved down the Nile to relieve General Gordon, then besieged at Khartoum, by the Dervishes.

The British position was a strong one on a steep ridge running down to the river.

Bayonet charge

While two companies of the South Staffordshire were holding attack in front, the main force, comprising principally of the remainder of the battalion together with the Black Watch, moved round the flank and delivered a surprise attack, charging lamp and bayonet, which was fought fanatically, and, doing great ex-

cellent work, they carried the position and captured the enemy's guns and stores.

At the end of the parade, the band played "The British Grenadiers" and "The Last Post" and the colours were then taken to the camp.

The parade was a most successful one and the men of the South Staffordshire were well pleased with the result.

The parade was a most successful one and the men of the South Staffordshire were well pleased with the result.

The parade was a most successful one and the men of the South Staffordshire were well pleased with the result.

The parade was a most successful one and the men of the South Staffordshire were well pleased with the result.

The parade was a most successful one and the men of the South Staffordshire were well pleased with the result.

The parade was a most successful one and the men of the South Staffordshire were well pleased with the result.

CRA urges investigation of rice rationing system

That a special investigation of the rice rationing system should be insisted upon and that corruption should be pressed home on the culprits was advised by the Rice sub-committee at a meeting of the Hong Kong Chinese Reform Association at the Yan Yan Restaurant yesterday.

In making his report, Mr. Chow Suk-wah said that three months had elapsed since the start of the rice investigation without any disclosure of the results by Government.

"This present method of 'dragging' continued," Mr. Chow, "only tends to damage the prestige of Government and indirectly accounts for the general apathy of Hong Kong citizens towards public affairs."

Williams, in a Press conference, agreed that an investigation into the rationing system was necessary but a week or so later, after the Press had disclosed that investigations had begun, several Government officials denied that the investigations were being carried out.

"However," when the Chinese Reform Association persisted in their demand for inquiries into the rice rationing system, a meeting was arranged by several Government officials with members of the Reform Association.

"At that meeting, on November 14, a Government spokesman assured the Association that investigations were being carried out and asked for the members' co-operation in giving data and certain particulars."

Price of rice

"Now, three months have gone by without disclosure of any results obtained by Government during their investigations and the sub-committee feels that it is time to insist that a joint commission of inquiry composed of Government officials and the people of Hong Kong be organised and elected to inquire into the matter."

Mr. Wong added that the Reform Association should not commit the fault of having a short and convenient memory but should persist on complete disclosures in the rice-rationing system before its self-appointed civic duty could be considered as discharged.

He also said that the present increase of the price of the rationed rice should be explained.

The rise in the price of commercial rice was due to the banning of the export of rice from Canton but this did not affect the rationed rice as most, if not all, came from Siam and Burma.

There were various imperfections in the present system for rationing but full credit must be given to Government for changing and enlarging the ration tickets.

Constitutional reform

The question of constitutional reforms was brought up by the Chairman, Dr. S. Y. Wong.

He said that reforms had been signed by 248 Organisations and had been submitted to the Governor for forwarding to the Colonial Office. This was in July 1949.

There had been no reply from London, in spite of the earlier promise of a reply within three months.

In answer to the question what further steps should be taken, Mr. Ma Man-lee said "in view of the pending general elections in Britain, the Public of Hong Kong needs to be assured that the proposed constitutional reforms will be implemented regardless of the possible outcome of the elections."

"The British Government, must not be found in the position of a defaulter as its earlier Government spokesmen four years ago had solemnly promised Hong Kong constitutional reform."

Mr. Ma also proposed that leading sponsors of the mass petition should call upon the Colonial Secretary and Mr. W. J. Carls, Special Adviser on Constitutional Ordinance drafting, to inquire as to news from London and also to ask an assurance from Government that the General Elections, which might delay the reply, would not invalidate its historical pledge.

Housing problem

Another problem discussed at the meeting was housing.

Mr. Y. K. Mok said that as far as the wealthier class were concerned, most of them had found suitable flats as evidenced by one contractor, who told him "that though there were still many empty flats for rent, no one was willing to pay such high rentals."

As for the middle-class it was believed that Government are taking steps to remedy the shortage.

The most outstanding problem was housing for the poor.

Mr. Mok said that the concentration of the poor in the slums was a serious situation which was being handled by Government, assisted by District Welfare Associations.

The Chinese Reform Association could offer "help" as the co-ordinating centre for these district housing schemes and proposed that a memorandum should be forwarded to the various district welfare associations.

The Chairman of the Association, Mr. W. J. Carls, said that the Association would be glad to help in any way possible.



MR. W. BUTTERWORTH
"China Mail" Photo.

U.S. diplomats en route to Bangkok

Mr. W. Walton Butterworth, United States Assistant Secretary for Far East Affairs, and three other high-ranking U.S. diplomats made a 30-minute stop-over here yesterday afternoon en route to Bangkok from Manila by Pan American Airways.

The three other diplomats are Mr. Byron Coven, U.S. Ambassador to the Philippines, Mr. John Muccio, U.S. Ambassador to Korea, and Mr. William Sebald, Political Advisor to General Douglas MacArthur's Headquarters.

The American diplomats are going to Bangkok to attend the meeting of American diplomatic mission chiefs in the Far East.

In the Colony, the group was joined by Mr. Karl Rankin, U.S. Consul-General in Hong Kong.

Chinese ship arrives from Foochow

The first Chinese vessel, flying the Five Star, to reach British waters from Foochow since the Communist occupation arrived yesterday with 46 tons of general cargo for the Colony.

She is the 100-ton mv. Yi Heng-on, owned by the Fook Hing-shipping Company of Hong Kong.

The vessel was the Communist port on January 31. She reached local waters without being waylaid by patrolling Nationalist craft.

Mr. Lo Sin-lu, master of the vessel, reported an uneventful voyage.

It is understood that the Yi Heng-on will leave with cargo and passengers for Foochow after the Chinese New Year holidays.

An all-Chinese crew of 20, headed by Mr. Lo, mans the 100-ton craft.

Flour control

An order was made yesterday by the Director of Supplies and Distribution withdrawing the prohibition on export of flour.

It is now compulsory to export flour released from godowns for export purposes.

TOYS SALE

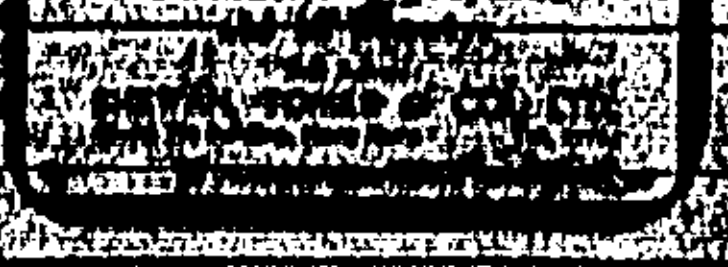
See our display of TOYS now on sale.

Take advantage of this sale and get your gifts at these greatly reduced prices, many of which are at half price.

There are only a limited quantity on each sale, so get yours.

THE EVERGREEN

300 Nathan Road, Kowloon
Phone 29742



THE EVERGREEN
300 Nathan Road, Kowloon
Phone 29742

THE EVERGREEN
300 Nathan Road, Kowloon
Phone 29742

Hearing of Sun Fo summons

The dates for hearing of the summons against Sun Fo, alias Sun Chut-sang, were fixed for March 6, 14, 23, 30, and April 14, by Mr. Hing-shing Lo at Central yesterday.

Sun Fo, alias Nyl E. Kroon, for certain relief, namely the custody and the maintenance of her daughter, Sun Joan Sun, alias Lily Sun, aged 13.

Defendant is represented by Mr. K. Y. Kan while Mr. Marcus da Silva is appearing for complainant.

Mr. Kan said that Sir Man-kan Lo would appear for defendant but due to indisposition he could not appear in Court yesterday.

Mr. Silva then drew the Court's attention to the fact that defendant was absent from Court. He added that it was a matter of courtesy to the Court that defendant's counsel should give an explanation of why defendant was absent.

Mr. Silva also said that Mr. Kan should not be allowed to plea on his client's behalf as defendant was absent.

Mr. Kan said that the only business in Court was to fix dates for the hearing of the summons. There was no question of a plea being submitted and so it was not necessary for his client to appear.

No information on Gordon's Shanghai trip

An official of the American Consulate, Lines, Hong Kong, said yesterday that he had heard nothing officially about reports of one of the company's ships making a trip to Shanghai.

He is Mr. J. J. Berryman, General Manager of the Company's Hong Kong office.

Mr. Berryman said that though he had had inquiries from residents in Shanghai about the General Gordon, he was going on a trip to evacuate refugees from the Communist city, his San Francisco office had forwarded a suggestion that the ship would be going to Shanghai again.

He broadcast a week ago, which stated that many American diplomatic officials were still in China, even though the Secretary of State had recalled them, many people have assumed that the General Gordon was going to Shanghai to evacuate officials and other residents.

Mr. Berryman said that though he cannot definitely deny the report, but if it is true, he has no information about it.

It is quite possible, however, that the San Francisco office would make all the arrangements directly with the Nationalist and Communist authorities such as they did last time, before informing us.

DANCE FOR SERVICEMEN

The Hong Kong Women's International Club held a dance for the Servicemen on Thursday.

The couples danced to music played on a radio which was loaned by the Club from the Chinese Club.

The dance was held at the Club on Thursday night and was a great success.

The dance was held at the Club on Thursday night and was a great success.

CLASSIFIED ADVERTISEMENTS

20 Words \$2 for 1 insertion
\$1 for every additional insertion
10 cents every additional word per insertion
(Alternate insertions 10% extra)

BIRTHS, DEATHS, MARRIAGES, PERSONAL \$5 per insertion of 25 words. 25 cents every additional word per insertion.

Classified Advertisements, accepted up to 5 p.m. for publication in the following day's paper.

Replies for the Following Box Nos. are awaiting collection.

Replies will be forwarded to the Advertiser if requested on the original form which should bear their names and addresses.

A suitable announcement will be inserted Free of Charge if Advertiser's requirements are satisfactorily answered.

POSITION VACANT

ASSISTANT Secretary (part time) for political work. Apply, in writing, indicating approximate salary required, to Honorary Secretary, Reform Club, 333 Prince's Building.

POSITION WANTED

WELL experienced cook buy looks for employment, able to bring along. Enquiries to Box 514 "China Mail"

WANTED KNOWN

NEWS in Chinese newspapers translated into English by experts. For subscription telephone Miss S. Y. Leung 22271, or write her 18 Lee House St., Ground Floor.

EXPERT Packer for chinaware, glassware, furniture, etc. Strapping, sundries, wooden boxes. Ankle Howe, 6, Wing Wah Lane, (near O'Quinn St.)

LADIES, we have at our service all specialized operations for Helene Curtis cool waves, manicures, oil perma, hairdyes & manicures—ROSE MARIE Beauty Parlour—Phone 50384—43, Han-kow Rd., Kowloon.

PEKING ART RUG CO., 221A Nathan Rd., Kowloon, sell exclusively carpets and rugs. Please drop in and have a look.

WHY LIMP about with a painful corn or ingrowing toenail when a visit to Beten's expert chiropodist can put you right? Consult Beten's Beauty Salon, 1st Floor, Exchange Building.

EMBROIDERED Golden Badges, Army's Badges, School Badges, Scarfs, Monograms, Handkerchiefs, Children's Dresses. Also stitching and smocking. Kwan, Embroidery Shop, 208 Nathan Road, Kowloon. Tel. 59435.

CLASSIFIED ADVERTISEMENTS

MAY BE BOOKED AT THE SWINDON BOOK STORE, 25 NATHAN ROAD, TEL. 59327.

CARPETS, Rugs, Upholstery cleaned in your own home by modern convenient DURACLEAN SERVICE. DURACLEAN COMPANY, DEERFIELD, ILL. U.S.A. Agent: George Lin & Co., 202 Bank of East Asia Building, Tel. 24408.

CARPETS & RUGS—Genuine Peking and Tibetan, lovely designs and colorings, various sizes come and inspect at The China Rug Co., Kowloon Building, 4th Floor (Opposite Hong Kong Hotel) Queen's Road, Central.

DANCING LESSONS

BALLROOM DANCING—"Made Easy" Advanced Variations taught. "Specialists" Rumba, Samba, Tango, Jitterbug (Jive). Enquiries (1-3 P.M.)—Tony Hudson, 512 China Building.

CARS FOR SALE

BUICK 1947 "super" sedan little over 12,000 miles. Owner leaving. Tel. 32717.

FOR SALE

TAMARA MAY 503 Peninsula Hotel just received Gold Wedge Golf Shoes. Also in Stock Large Selection—American Dresses, Skirts, Blouses, Slacks, etc. Open Until 5 p.m.

CULTURED PEARLS beautiful assortment, moderately priced, at View George Lin & Company, 402 Bank of East Asia Bldg., Hongkong, Tel. 24408.

BAROIN Electric Hawaiian Steel Guitar.—Fletcherhacker. ELECTRO twin-control—new from Honolulu HK\$400.—Apply Box No. 534 "China Mail".

POLICE NOTICE

It is hereby notified for General Information that Whitty Street, from Queen's Road "W" to Des Voeux Rd. "W" will be closed to vehicular traffic from 08.00 hrs. on Tuesday, 14.2.50 to 08.00 hrs. on Saturday, 18.2.50.

COMMISSIONER OF POLICE.

February 10, 1950.

NOTICE

GOVERNMENT STORE DEPARTMENT

It is hereby notified that sealed tenders in duplicate, which should be clearly marked "Tender for the supply of Hydrogen Gas" will be received at the Office of the Chairman Tender Board, Lower Albert Road, until noon on Friday, 3rd March, 1950.

Forms of Tender, Specification and further particulars may be obtained at the Office of the Controller of Stores, Government Stores Department, Electric Road, North Point.

J. WATSON, Acting Controller of Stores. February 10, 1950.

THE BANK OF EAST ASIA, LIMITED

Notice is hereby given that the Thirty-first Ordinary Meeting of this Company will be held at the Registered Office of the Company, No. 10, Des Voeux Road Central, on Saturday, the 11th February, 1950 at 2.30 p.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ended 31st December, 1949 and to elect Directors and appoint auditors.

The Register of Shares of the Company will be closed from Saturday, 4th February, 1950 to Saturday, 11th February, 1950 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, KAN TONG PO, Chief Manager. Hong Kong, January 23, 1950.

HONG KONG FOOTBALL CLUB

ANNUAL DINNER DANCE

The Annual Dinner Dance of the Hong Kong Football Club will be held at the Peninsula Hotel on Saturday 18th February 1950 at 8.30 p.m.

Tickets price \$20.—each including drinks between 8.30 and 9.30 p.m. can be obtained from the Club House, Happy Valley, Messrs. Perry Smith & Co., Windsor House or from any member of the Committee.

Tables may be booked at the Hong Kong Hotel or the Peninsula Hotel. Dress Optional.

By order of the Committee L. G. YOUNG, Hon. Secretary.

THE HONG KONG JOCKEY CLUB

NOTICE

1st RACE MEETING—11TH FEBRUARY, 1950

In view of the large entry for the "Taiwan Bay Handicap" it has been decided to split the race into three sections. The third section will be Race No. 10 and run at 6.15 p.m. or as soon after as practicable.

There will be no cash sweep on this race.

By Order, S. A. SLEAP, Secretary.

HARRIMAN REALTY CO., LTD.

Real Estate Brokers and Valuers

FOR SALE AND TO LET.

Let us have your requirements.

Telegram: "Harriman" Tel. 21899

New staff quarters, training school at Nethersole Hospital

The Governor, Sir Alexander Grantham, formally opened the new staff quarters and nurses training school at the Nethersole Hospital yesterday.

Construction started on the HK\$1,184,000-building during spring, 1949. All the money for the building was donated by Hong Kong citizens.

The Governor recalled when the first Hong Kong hospital was built, and remarked that the total cost was HK\$4,000. He added: "However, that was in the days when a dollar was worth a dollar."

More than 100 people attended the opening. The Chairman of the Nethersole Hospital, Mr. T. N. Chau, CBE, formally thanked all the many Hong Kong citizens who gave donations to the hospital.

He said in part:—"For many years the Nethersole Hospital has been the scene of a great deal of work, especially since the rebuilt hospital was opened in 1938. And in these post-war years the problem has been even more acute for the greatly increased demand for medical attention which the Nethersole has in common with all the other hospitals of Hong Kong."

"A start was made before the war with the collecting of funds, but the war held up progress. After the war, executive efforts were made, and detailed plans were drawn up, and in April, 1943, a new appeal was launched. There was a ready response. Thanks to the energy of our collectors and to the generosity of the Hong Kong public, it was found possible to sign a contract in the spring of 1949, and work on the new Staff Quarters and Nurses' Training School was begun. "The site for the new building was given to us by the London Missionary Society. The cost of the building is \$1,184,000. Of this \$1,040,000 has so far been raised, leaving \$135,000 outstanding. I would like to make one further appeal to the people of Hong Kong to help us to raise this amount. In view of the generosity displayed so far, I am confident that our appeal will not go unanswered."

Generous donations

"Special mention must be made of donations of \$50,000 each from Sir Robert Ho Tung, Mr. Aw Doon-haw, Mr. Ho Yin, Mr. Chung Chi Kwong, and both for 1949 and for 1950 from the Hong Kong Jockey Club. Other donations include \$30,000 from the "Chung Chun Wai Yue" Chapel, \$16,000 in memory of the late Mr. Kwan Chi Wai, and donations of \$5,000 from Mr. Ko Ho Ning, Mr. S. W. Lee, Mr. Ng Wah, Mr. Lei Yuk Lam, the family of the late Mr. Ma Ying, Piu Hong Kong and Shanghai Banking Corporation Ltd., Union Insurance Society of Canton Ltd., Bank of East Asia Ltd., and the Hong Kong and Whampoa Dock Co., Ltd. We have also received donations from members of Gold and Silver Exchange Society to the total of \$10,000 and from members of Hong Kong Chinese Manufacturers Union to the total of \$5,000. There have also been many other donations too numerous to mention individually."

"The building has five floors and a basement for storage. On the ground floor are the Nurses' lounge and recreation rooms, Nurses and Sisters' dining rooms, a room for the clerical staff, and the main kitchen. Also on the ground floor is the Nurses' Training School including a lecture room, demonstration and cookery classrooms and the Sister Tutor's Office. On the first and second floors are bedrooms for 54 probationer nurses, the Chapel, and the laundry and housekeeper's rooms. The third floor has the Nurses' flat and bed-sitting rooms for 13 sisters, while on the top floor are flats for two married doctors and their families."

"The building is big—but not too big for its purpose. Now, for the first time for more than 25 years we shall have adequate quarters for an adequate nursing staff. The Nethersole was the first hospital in Hong Kong to start training nurses, and also the first to train midwives. A nurse's life and training are arduous, and it is only right that she should have good quarters in which to live. These, this new building has been planned to provide."

"We were all very glad to see Miss Ward awarded the M. B. E. in the New Year Honours. It is an honour which she has well earned. The hospital nurses have asked that the lecture room, the money for which they themselves collected, be named in honour of Miss Ward. This, of course, we shall be pleased to do."

Miss Ward, MBE said: "I especially want to thank the nurses who personally contributed and collected funds. Our hope is that the nurses now, and in the future, will maintain this spirit. This disinterested service which they have shown in the past."

Sir Alexander Grantham: "We find in Hong Kong so often, that we construct a hospital or school of a certain size, and then when it is to be used, that there are not enough beds in the hospital, or that there is not enough room in the classrooms."

The Nethersole hospital did not have great difficulty in raising funds because the average citizen in Hong Kong had faith in the hospital, and knew that his donations, however small, would be put to good use.

He then declared the new building formally opened.

SHANGRILA BALL

A NIGHT OF GRAND CARNIVAL

On Friday, 24th February.

Under the patronage of His Excellency the Governor & Lady Grantham At Gripps from 8 p.m. to 2 a.m.

In aid of the Boys and Girls Clubs Association. Tickets—\$50 double—\$30 single.

40th INFANTRY DIVISION PRESENTS

THE MASSED BANDS

and

PIPES and DRUMS (280 MUSICIANS)

Wednesday and Thursday, February 15th and 16th at 6 p.m.

Sookunpoo Sports Ground, Hong Kong.

The programme will include music by Silenius, Lehar and Tchaikovsky, played by the massed bands together with displays by the pipers and drummers in full dress. The latter part of the concert will be floodlit.

Tickets.—\$3, \$2, \$1.

Obtainable at Moutries, Hong Kong, E. C. Fincher, Salisbury Rd., Kowloon, Service Clubs and at the Gate.

PLEASE COME EARLY

THE HONG KONG JOCKEY CLUB

NOTICE TO MEMBERS

FIRST RACE MEETING

Saturday, 11th February 1950.

There are nine races, the First Race will be rung at 1.30 p.m. and the First Race will be run at 2.00 p.m.

Though Tickets (9 Races—\$18) may be obtained at the Office of the Treasurer, 1st Floor, Telephone House, also tickets for the Cash Sweep on the last race as well as the Special Cash Sweep on the Hong Kong Derby to be run at the Easter Race Meeting in April, 1950. Cash Sweep tickets on the last race and those for the Hong Kong Derby may be purchased also at the Club's Branch Office, No. 382 Nathan Road, Kowloon.

MEMBERS' BADGES AND ENCLOSURE.

Members and guests are reminded that they and their ladies MUST wear their badges prominently displayed throughout the Meeting.

NO ONE WITHOUT A BADGE WILL BE ADMITTED TO THE MEETING.

Badges admitting Ladies not in possession of Brooches or Sweep tickets and gentlemen, non members of the Club, to the Members' Enclosure and Club Rooms at \$10.—including tax, for Ladies or Gentlemen are obtainable through the Secretary on the written or personal introduction of a Member, such Member to be responsible for all visitors introduced by him, and for payment of all bills etc.

Badges admitting to Members' Enclosure will NOT be on sale at the RACE COURSE.

The Treasurer's Comptroller Office will close at 11 a.m. and the Secretary's Office at 11.45 a.m. Both Offices at 1st Floor, Telephone House.

A limited number of tickets will be obtainable at the Club House, provided they are ordered in advance from the No. 1 Boy (Tel. 27618).

NO CHILDREN WILL BE ADMITTED TO THE CLUB'S PREMISES DURING THE MEETING.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$5.—including tax for all persons including ladies and is payable at the Gate.

BOOKMAKERS' TIC TAC MEN ETC. WILL NOT BE PERMITTED TO OPERATE WITHIN THE PREMISES OF THE HONG KONG JOCKEY CLUB DURING THE RACE MEETING. MEALS AND REFRESHMENTS WILL BE OBTAINABLE IN THE RESTAURANT IN THE PUBLIC ENCLOSURE.

SERVANTS' PASSAGE.

Servants' passes will be issued to private box holders only, who are requested to distribute them with discrimination and to endorse their names on the passes. Holders of such passes are not permitted in the Members' Enclosure except for passing through their duties and must remain in their employers' hands.

BY ORDER, S. A. SLEAP, Secretary.

NEXT CHANGE AT THE KING'S

ALL YOUR DAYS YOU WILL REMEMBER

EDWARD G. ROBINSON
BURT LANCASTER

ALL MY SONS

A UNIVERSAL INTERNATIONAL PICTURE

MADY CHRISTIAN—HOWARD DUFF—LOUISA HORTON

FRANK CONROY—ARLENE FRANCIS—LLOYD GUGH

Written and Produced for the Screen by CHESTER ERSKINE

From the Play by Arthur Miller Directed by JERRY ROSS

CHESTER ERSKINE production



"What's a idea of th' new skimmer? You must think unemployment checks grow on trees!"

BARCLAY ON BRIDGE

By Shepard Barclay

"The Authority on Authorities"

PAINS OF A KIBITZER
ACTIVE players usually think a kibitzer has a clench. Unless they have sat on the sidelines and watched someone nearly make a beautiful play, then fumble it at the last moment, they can't understand the pains suffered by the observer. Of course, if the kibitzer is at the corner of the table, where he can look at two hands, see the dummy and by subtraction know what the fourth hand holds, he is sure about what will work and what won't. But if he has figured out the situation from watching just one hand, then looked to confirm his suspicion originally followed had a chance to make the same play.

S A 8 5 3 2
H A 6 5 2
D 7
C Q 10 8

S None
H J 9 4 3
D A K J 3
C J 3 2

S K J 7
H K 10 8
D Q 10 9 8
C None

Tomorrow's Problem
S J 8 3 2
H 3
D 10 6 4
C K 10 6

S K A Q 7 5
H A Q 10 8
D A 10 8
C A J 8 5 4

S A Q 10 8 5
H K J 10 4
D Q J 3
C Q

(Dealer: West. East-West vulnerable.)

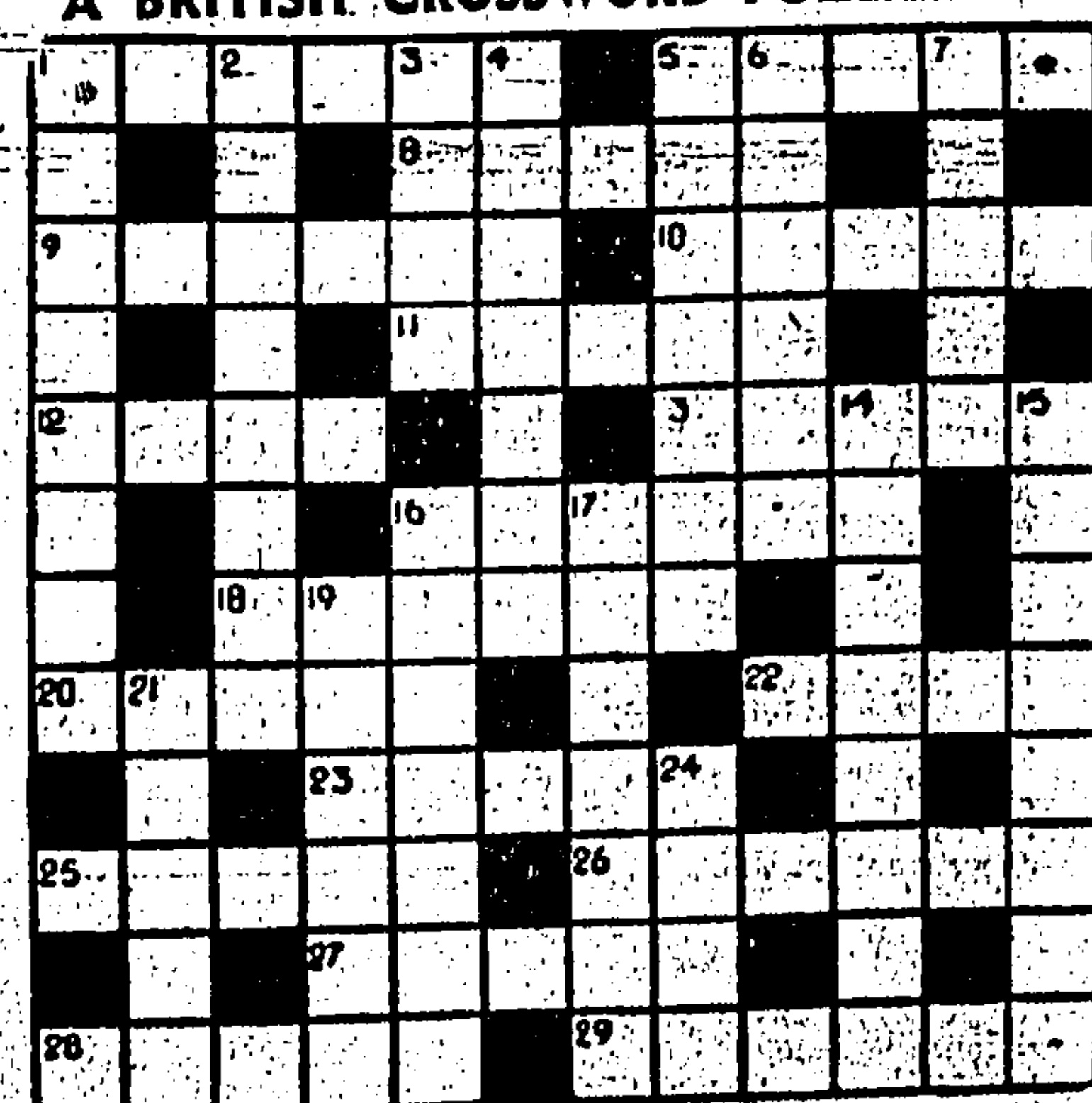
Neither East nor West guessed that they could make 6 diamonds as they contented themselves with setting the doubled 5-Club one trick. South had his chance to make the contract, though, and failed to bring off either of two pretty plays.

West's diamond Q was over-taken by the K and the A return ruffed. South now ran all but

one of his clubs, leaving in dummy the top three hearts and top two spades, while holding his own two cards in each major plus the final trump. If he had laid down the last club, a discard by West of a heart from his K-10 would have built a trick there for South, and a spade discard from the three kept by West would have made a throw-in play easy by scoring either ace and then giving the queen to West's king.

South decided, however, to retain his last trump for protection. He still could have made the contract then by scoring the heart ace and putting West in with the queen to the king to force a spade return. But he didn't do that. Instead, he led the spade 10 to the J and A, returned the 5 to the Q and K, and ruffed West's spade 7 lead with the final trump and then, with only two hearts left in each of his holdings, led to, lose the setting trick in that suit. It was very kind to the man in the South West corner.

A BRITISH CROSSWORD PUZZLE



Across
1 Register. 22 Simple. 23 Sweet. 24 Dish. 25 Brief. 26 Narrow. 27 beam. 28 Widow. 29 Unhappy. 30 Tuff. 31 Hindoo. 32 Bored. 33 Withdraw. 34 Barbecue. 35 Spectacle.

Down
1 Substitutes. 14 Rashness. 15 Took ill. 16 Told tales. 17 Spell. 18 Expunged. 19 Horny. 20 Strength. 21 Puss. 22 Opportunity. 23 Prophet. 24 Angler. 25 Ease. 26 Tour. 27 Knot.

Yesterday's Crossword

Across—1 Forbid. 5 Pick. 6 R. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

LEE
AIR CONDITIONED
THEATRE

DAILY AT
2.30, 5.15,
7.20 & 9.20 P.M.

SHOWING TODAY

KING'S
AIR CONDITIONED
THEATRE

DAILY AT
2.30, 5.15,
7.20 & 9.30 P.M.

SHOWING TODAY

First Shamed as Outlaws... Then Famed as Heroes!



THE YOUNGER BROTHERS

WARNER BROS. film
the never-faded epic of a never-faded era!

Directed by MORRIS PAIGE BENNETT BROOKS HUTTON EDWIN L. MARIN
Screen Play by Celia A. Hall - From a Story by Motion Grant

ADDED ATTRACTION

at the LEE

- LATEST GAUMONT BRITISH NEWS
- RHAPSODY IN RABBIT (Technicolor Cartoon)
- A DAY AT HOLLYWOOD PARK (IN TECHNICOLOR)

at the KING'S

- LATEST PARAMOUNT NEWS
- HAIR RAISING HARE (Technicolor Cartoon)
- CAVALCADE OF ARCHERY (IN TECHNICOLOR)

5 SHOWS TOMORROW
EXTRA PERFORMANCE
"YOUNGER BROTHERS"
AT 11.30 A.M.

THE MOST UP-TO-DATE THEATRE ON THE MAINLAND

Liberty FINAL 5 SHOWS

AT 12.30, 2.30, 5.30, 7.30 & 9.30 P.M.

"PROFESSOR DEN"
間人在望希
a peak film production

OPENING TOMORROW

VIVA AUTRY!
AMERICA'S FAVORITE
COWBOY BECOMES
MEXICO'S HERO!

COLUMBIA PICTURES presents
GENE AUTRY
and CHAMPION

THE BIG SOMBRERO
Technicolor

SUNDAY MORNING SHOW
At 12.30 p.m. At Reduced Prices!
"VARIETY CARTOON PROGRAMME"
In Technicolor Released by 20th Century Fox

TODAY ONLY **MAJESTIC** AT 2.30, 5.20, 7.20 & 9.20 P.M.

DOUBLE THRILL BILL!

FEARLESSLY FILMED IN THE STEAMING MATTO GROSSO JUNGLES OF BRAZIL!

"URUBU"
THE VILLO PEOPLE

TOMORROW: 5 SHOWS!
At 12.00 Noon, 2.30, 5.20, 7.20 & 9.20 P.M.
THE STORY IS MILLION-FILIPINO
WILL NEVER FORGET!
"FORT SANTIAGO"

HMS TRUCULENT'S COMMANDER GUILTY OF HAZARDING SHIP

PEKING RADIO CHARGES

San Francisco, February 9. Peking Radio tonight cited "reliable reports" as indicating that "American Imperialists and their Japanese accomplices" had a hand in recent bombings of Shanghai and places near the lower reaches of the Yangtze by the Chinese Nationalist Air Force.

The Radio alleged that Japanese airmen, naval and technical personnel recruited by General Douglas MacArthur, Supreme Allied Commander in Japan, are being sent to Formosa where they are helping the Nationalists to bomb "the Chinese people and maintain the 'blockade'."

Quoted by the Radio tonight, an editorial of the New China News Agency claimed that the Nationalist bombers and their bombing personnel include American and Japanese volunteers.

Referring to recent Nationalist air raids on Shanghai, which caused "serious losses to the life and property of the Shanghai people," the Radio said that without the Japanese and American pilots, "the Kuomintang air force would be unable to carry out such bombing raids."

The editorial made special note of the accurate bomb hits on the American-operated Shanghai Power Company during the February 6 raid.

"There is no doubt that the Taiwan Air Force, loyal to the United States, would only dare to do so after receiving orders from Washington," the editorial added.

The title of the editorial told "fellow countrymen of Shanghai" to "remember this blood debt."—Reuter.

FARRAN'S DENIAL

Dudley, February 9. Major Roy Farran, Conservative candidate in the General Election, denied today that he is anti-Semitic. He disassociated himself from the "Free Britain" anti-Jewish organisation which has said that Major Farran is worthy of the support of "Free Britons."

"I do not know these people. I have never met or known anyone in the 'Free Britain' movement and if I suspect it is a Fascist organisation, I do not want to know them," he said.

Major Farran said he did his duty in Palestine as a soldier, leading a counter-terrorist organisation. He was on the "death list" of the Jewish Stern Gang in Palestine and his brother Roy was killed in May 1948, by a bomb intended for Major Farran.—Reuter.

BERGMAN GETS HER DIVORCE

Juneau, Mexico, February 9. A Mexican divorce was granted to Miss Ingrid Bergman today, clearing the way for the film star to marry director Roberto Rossellini, father of her new-born baby.—United Press.

ROXY SHOWING TODAY

AT 2.30, 5.30, 7.30 & 9.30 P.M.

CAUSEWAY BAY, T. 26526
TOWN BOOKING OFFICE: 1 QUEEN'S RD. C.
Savoy Theatre, 12 Broadway, N. 1, 1000 Broadway

WHEN TORCH AND TOMAHAWK SPREAD THEIR TERROR... THESE TWO BRAVED THE WILDERNESS TOGETHER!

**DRUMS
ALONG THE
TOMAHAWK**

CLAUDETTE COLBERT • HENRY FONDA

LENA MAY OLIVER • EDNA COLLINS • JOHN CARANDINO • NORMAN KRASNA • ARTHUR SHIELDS • ROBERT LOONEY • ROGER MOORE
Directed by JOHN FORD

ADDED: LATEST FOX MOVIE NEWS

Chatham, February 9. Lieutenant Charles Bowers, 28-year-old Commander of the British submarine Truculent, sunk with the loss of 64 lives after a collision with the Swedish ship Divina last month, was today found guilty by a Court Martial here of hazarding his ship by "negligence or by default."

He was acquitted of a charge of losing his ship by negligence or default. The Court sentenced Lieutenant Bowers to be severely reprimanded.

The Court announced its findings after deliberating for one hour and 20 minutes. Lieutenant Bowers marched in to the Court-room pale but upright.

By naval tradition his sword, which had lain on a table parallel with members of the Court during the hearing, was pointed towards him, denoting that he had been found guilty.

The Court gave these reasons for its finding:

(1) On sighting the Divina's lights, which included the lights of the steamship under way, he (Lieutenant Bowers) altered course across the Channel and the Divina's course when the rule of the road at sea required and navigation conditions permitted HMS Truculent to maintain her course, thereby endangering the safety of his ship.

(2) He made no sound signal to indicate his ship's alteration of course to port.

Commander's claim

The young Commander of Truculent, in his evidence, claimed that if the Divina had kept her set course he would have passed her safely. Lieutenant Bowers produced on a chart tracings of what he estimated were the movements of Truculent.

Asked by the defending officer, Captain A. R. Kennedy, "Do these drawings indicate anything of the Divina's movements?" he replied "The bearing showed that had the Divina maintained the course she was on I should have passed well clear of her."

Lieutenant Bowers, who was said to have changed course twice to port, told the Court that he was close by the Gaze sandbank when the Divina was sighted.

He added, "I should not like to have altered course to starboard because of the closeness of the Gaze bank and I should not like to have 'stopped' because the tide was setting towards the bank."

"Much closer"

He admitted that he did not sound any signal because "I estimated that the other ship was too far away for sound signals to be effective."

He said that the Divina's green light suddenly vanished and "I caught sight of her silhouette. I suddenly realised that she was much closer than I estimated."

The Court Martial was in accordance with British naval law which lays down that any Commander of a warship involved in a sea accident shall be court-martialled afterwards.

Three survivor witnesses of the disaster, all officers of Truculent, were questioned earlier today about the lights carried by the Divina.

They said that they had been uncertain about the meaning of these lights but now understood that they were a recognised signal that the ship was carrying inflammable cargo.

He wants a haunted house

Sydney, February 9. George Wakeman, a Melbourne advertising executive who intends living in Sydney, is advertising for a haunted house.

He said that he had found it so difficult to obtain a house of any sort that he had decided to advertise for a haunted house which the present occupants might be only too glad to let to him.

As for the ghosts, Mr. Wakeman is not worried. "I'm easy, provided it's a decent house and the ghosts have reasonable habits," he said.—Reuter.

BROADWAY
AIR CONDITIONED
SHOWING TODAY

At 2.30, 5.30, 7.30 & 9.30 p.m.

Bring The Children!
Bring Your Friends!

IT'S A
"Dilly-Dilly"
DELIGHT!
with live people and
Disney creations!

WALT DISNEY'S
SO DEAR TO MY HEART
TECHNICOLOR

And oh, those
"Dilly Dilly"
songs!

CAST: BETTE MIDLER, BOB HOPE, MARLYN MONROE, LARRY HATTON and BOB DYLAN
Directed by ROBERT ALTMAN
Released through 20th Century Fox, Inc.
Copyright © 1949 Twentieth Century Fox Film Corporation. All Rights Reserved.

SUNDAY MORNING SHOW
AT 12 NOON
**"NEW VARIETY
PROGRAMME OF
TECHNICOLOR
CARTOONS"**
From Warner Bros.
First Showing Here

STAR
Phone 58335
17 Hankow Road, Kowloon.

FINAL SHOWING
2.30, 5.10, 7.20 & 9.30 p.m.

**CARY AND MYRNA'S
LOVE NEST!**

**CARY AND MYRNA'S
LOVE NEST!**

CAST: CARY GRANT, MYRNA LOY, DOUGLAS FAIRBANKS, BOB HOPE, BOB DYLAN
Directed by ROBERT ALTMAN
Released through 20th Century Fox, Inc.
Copyright © 1949 Twentieth Century Fox Film Corporation. All Rights Reserved.

TOMORROW
Cecil B. DeMille's
"UNCONQUERED"
Starring: Gary Cooper
Paulette Goddard

First visit to Hongkong for this occasion on the way to Manila

TAI THEAN KEW CIRCUS

The Biggest Chinese Circus Touring The East
with a Combination of all Chinese Star Artists
and Performing Wild Animals.

GRAND OPENING NIGHT
Monday, 13th February, 1950 at 8.30 p.m.

Location: at Chatham Road (Next to the Wireless Station
opposite Kowloon Canton Railway Workshop).

SPECIAL FEATURES:

Trained Lions - Black Panthers - Merry Makers
Trained Tigers - Pythons - Cyclists
Trained Horses - Monkeys - Aerial Trapeze
Elephants - Foxes - Bears - etc.
and Many other Daring Stunt Devils and Acrobats

60 WELL-KNOWN CHINESE ARTISTS 60

QUEEN'S ALHAMBRA

Showing Today At 2.30, 5.15, 7.20 & 9.30 p.m.

5 SHOWS TOMORROW! Extra Performance "THE LOST TRIBE" AT 11.30 A.M.

THE KING OF JUNGLE STARS FIGHTS
HIS GREATEST
BATTLES

to see Africa's
richest diamonds
for his
jungle beauty!

JOHNNY WEISSMULLER
The LOST TRIBE

4 SHOWS TODAY **Cathay** AT 12.30, 3.00, 7.00 & 9.30 P.M.

* PLEASE NOTE CHANGE OF TIME WITH 18 REELS *
THE BEST PICTURE OF THE YEAR!
THE INTERNATIONAL PRIZE WINNER OF 1949.

Laurence Olivier
presents
HAMLET
William Shakespeare
with Jean SIMMONS • Basil SYDNEY

NEXT CHANGE:—Paul MUNI, Anne BAXTER in
"ANGEL ON MY SHOULDER"

ORIENTAL
AIR CONDITIONED

*** FLEMING ROAD, WANCHAI ***
SHOWING TODAY at 2.30, 5.30, 7.30 & 9.30 p.m.
AN EXCITING DRAMA WITH THRILLS AND SONGS!

The Sun Comes Up
JEANETTE MACDONALD
LLOYD NOLAN
CLAUDE JARMAN
and LASSIE

SPECIAL MORNING SHOW TOMORROW at 12.30
ABBOTT & CASTLE in **"HIT THE ICE"**

LEE THEATRE
COMMENCING FEB. 14th
"MONSIEUR VINCENT"
(the life of St. Vincent de Paul)

THE GREATEST STORY EVER TOLD!



In 1949 SAS flew more than 500,000 passengers to 65 cities—30 countries—on 5 continents.

FAR EAST/EUROPE LUXURIOUS DC-6 SERVICE

Fly over the weather—in pressurized cabins by PAA or CPA

Hongkong/Bangkok by SAS-DC 6

Bangkok/Europe by SAS-DC 6

Feb. 17th, Mar. 3rd, 17th, and 31st

Weekly flights from April 14th

Via Bangkok, Calcutta, Karachi & Lydda

CONNECTING SAS-SERVICES TO 18 EUROPEAN COUNTRIES TO NEW YORK VIA GLASGOW

TO BUENOS AIRES VIA RECIFE, RIO DE JANEIRO & MONTEVIDEO

SCANDINAVIAN AIRLINES SYSTEM

General Agents for Hongkong, Macao and South China
THORESEN & CO., LTD.

Queen's Building, Top Floor Tel. 3124-3-3
(No. 1 Ice House Street) Telegrams: Sarsystem



PHILIPPINE AIRLINES

SPEED with AIR FRANCE to PARIS in 2 DAYS!

HONG KONG CALCUTTA KARACHI CAIRO PARIS

ONLY TWO DAYS

EVERY SATURDAY

AIR FRANCE

QUEEN'S BUILDING, GROUND FLOOR
OPP. STAR FERRY TEL. 1881

EVERY THURSDAY (2.30 p.m.)

A 4-engine, pressurized Canadian Pacific "Empress" aircraft leaves Hong Kong for

VANCOUVER

(Via Tokyo)

Across the North Pacific the Short Fast route you gain a day crossing the International date line—the "Empress" arrives at Vancouver

EVERY FRIDAY (at 8.00 a.m.)

BY Canadian Pacific AIRLINES

Ground Floor, Union Bldg. Tel. 33007

CHINA MAIL

12, Des Voeux Road, Central, Midland Floor, HONG KONG.

Telephone: 24954
Editor in Chief: General Office 32312
Reporters & General Office (four lines)

Subscription Rates
3 months HK\$18.00
6 months HK\$33.00
One Year HK\$72.00

All news contributions to be addressed to Editor in Chief, Advertisements and Business communications should be addressed to the Company CHINA MAIL LTD.

ACKNOWLEDGMENT.

The family of the late Mr. J. T. Dianda e Castro thank all relatives and friends for their messages of condolence, floral tributes, attendance at the funeral also donations for Masses and to charities.

OBITUARY

NEUMANS—Rene, Jean, Victor, 37 years old, who died in Saigon on 10th January, will be interred at Happy Valley Colonial Cemetery on Saturday, 11th February at 5 p.m. No flowers by request.

BANGKOK RICE AGREEMENT

News has just come from Bangkok that Britain will buy over 400,000 tons of Siamese rice at about £40 a ton during the ensuing year, under a new agreement. The price is about the same as that paid last year. There have been many complaints about quality in the past, especially in Singapore. Both parties to the agreement have now agreed that the purchasers will get more stringent guarantees of quality than in 1949. Reuter quotes trade experts as saying that if these guarantees are fully honoured, there would be in effect an average reduction of two pounds sterling a ton on the 1949 price level.

First the scarcity, then the high price, of rice has been responsible more than any other single factor for the great rise in the cost of living in the Far East. At one time the position was desperate indeed, for half the Burmese fields had gone out of cultivation, and Siam's communications were in a very bad way. The work of rehabilitation accomplished in the first two years after the war has seldom been fully appreciated. There is still far too little rice, it costs far too much, and there are far more people whose staple food it is than there were a decade ago. There is a long way to go yet before the rice problem is solved, but the proposed extensive cultivation of paddy in East Africa—with the ultimate aim of making the Commonwealth self-sufficient in rice—is one promising plan on the right lines and with the right ideas.

One cannot very well hail the new agreement with enthusiasm, since £40 a ton is a stiff price to pay compared with the £6 to £7 paid before the war. But it might have been worse, for Siam and Burma tried to get together on demands for a higher price. A few months ago there was a minor diplomatic crisis when the Government at Bangkok asked for an increase of 12½ per cent, which would have raised the price to the British Government by an extra £6 a ton—equal to the full price paid a dozen years ago. And Bangkok would probably have got away with it but for the known fact that the Siamese Government had just bought 350,000 tons without any increase of price to the farmers or millers. The increased price demanded would have meant a sheer gain of 26 per cent to the Siamese Government.

The demand was later repudiated by the Siamese Prime Minister, and now a satisfactory new agreement has been reached. The Siamese Government will reduce the rice export tax to 10 per cent and will get the "real" equivalent of £10 profit a ton on the open market rate on

In a rather sordid suburb of Sydney I was suddenly stopped by a boy selling papers. "Hullo!" he said.

I recognised his brown, smiling face. He was one of the two sons of a widow among the British emigrants on board the Asturias whom I had accompanied to Australia a year before.

The mother was a sensible, practical woman, who told me she had a brother in Australia. And here was one of her boys selling newspapers. It looked as if this particular family had gone downhill; but I was wrong.

Easy money

Some years ago they were hard up that his mother had paid £60 to buy the boy a piano—according to Christmas. As for the paper-selling, he explained that if you can make 15 bob a week between the time school comes out and six o'clock—well, it was easy money, and all the other boys did it.

He took me to where they were living—a large, red-brick house in what is evidently a decayed part of the New South Wales capital. It has been converted into a lodging-house, and for 25s. a week the mother has a large room where she and her two boys of 10 and 12 live and sleep, together with the use of a kitchen and bathroom on the same floor. Her brother had to use some influence to get it for her at that price.

She herself is earning £10 a week, with two men a day, as cook in a hospital. The boys get their schooling free; she draws a grant of 10s. a week for the younger one and, under the new Government, will get 5s. or 10s. a week for his elder brother.

New accent

She had just cooked the children's supper: a juicy pork of lamb cutlets for each of them than you would get nowadays in any London restaurant. They had a wireless set playing during their meal, and the two sunburnt, sturdy sons were squealing with laughter at a comic turn while they ate.

What struck me at once, as with the boys of other emigrant families I visited later, was the speed with which these typical British youngsters had picked up the Australian accent. The diphthongs go first, and they acquire strange stresses. "Te-ews-day," they say, with the accent on the "day," and they ask for "style and algs" at breakfast. I suppose it is a defensive colouring, for they told me that the other boys are always ready to jeer at them as "Tommies."

A lone woman, with small children is about the weakest

every ton bought at the official rate.

Rice at a figure seven times above the pre-war price represents a formidable problem. Nor can much relief be expected till production has risen in ratio to the increased population. Even now the problem of supply is beset with danger, apart from the price. Indo-China has ceased to be an exporter owing to the disorders there, and Burma, after a miracle of recovery, is a question-mark which acutely troubles everybody concerned with rice supply.

Still, there was an over-all improvement last year in the food situation in the Far East, in spite of poor crops in China and adverse political events in Burma and Indonesia. Rice production was still a little below the previous year, but production of several other food crops was larger. More food, too, was available from outside the area. But the annual report of the U.S. Department of Agriculture says the prospects are "gloomy" for China to meet a huge food deficit, despite the efforts of the new regime to increase production and to economise through austerity and anti-famine campaigns. Manchuria is better off, but it is feared most of its surplus will go to Russia instead of to North China and other food deficit areas in China. At best Burma may be unable to export more than 950,000 short tons this year, or about 370,000 tons less than in 1949. Surely, in all plans for economic betterment in South-East Asia and the Far East, increased rice production ought to take first place, for it is so basic to the cost of living. Much has been done to enable the rice industry to recover, but the problem needs to be tackled on a far larger and more modern scale.

THEY ARE GLAD THEY QUIT BRITAIN

combination for settlement in Australia. Such units almost invariably go to the big cities and at once come up against what is the main problem of existence even for Australians—to find living accommodation at any but high rents.

In every British emigrant family there should be a man to provide the main income. About this there is no difficulty. At the present moment the Sydney tramway service is advertising for 300 conductors at £11 2s. a

week. I am doing a turnover of £100 a week."

"Would you go back to England?"

"Would I—Here, get in the car and I'll take you to see the family."

A fine home

Well, there they were, in a house for which he had paid £2,400; rates £13 10s; beau-

tyfully furnished in Tasmanian woods; electric heater for the bathroom; a £125 refrigerator; an electric washing-machine; a big wireless and record-playing set; an acre of ground, behind which he had bought for £200 and is running as a kitchen garden.

"Have a sherry," said my host. "Four bob a bottle here; it would cost 24 in London."

He opened a cupboard with rows of bottles on racks. "You can have quite a cellar for five pounds," he said.

"How do you get on with the local people?" I asked.

"Well, it's no use pretending they liked me starting in business here. They said they'd get me out. Now they see they can't, so they're growing more friendly. 'We're Tasmanians,' they say. 'Why should you come and compete?'"

"Do you know what I say to 'em? 'You're not Tasmanians,' I say. 'Your hair isn't frizzy; your faces aren't black; you haven't any rings in your noses; the only rings you used to wear were round the ankles.'"

Scattered

This discreet allusion to the historical fact that the worst conflicts of all used to be sent to Tasmania is an indication that one British settler at least has not lost his Cockney gift of repartee.

The hundreds of British emigrants with whom I landed a

year ago are now scattered over this vast country. All those with whom I have been able to get in touch are very glad they came.

One man is dispatching clerk in a manufacturing business. His wife works in a plastic factory. Their 13-year-old son has grown as big as most British boys of 16.

The father told me that his wife got ill when he had been only three weeks in his job. "Stay at home with her till she's better," said the manager of the firm, and the newcomer's salary was paid till he returned to work.

This family of three share a house with its owner, a widow, in a delightful situation 20 miles from Melbourne, 10 yards from the seashore, with a shady garden. They have two bedrooms, a large living-room, and a kitchen, small only because they have bought a big refrigerator that fills it up.

Two other families were of professional men for whom opportunities are fewer. In both cases the move has been an unqualified success.

Few return

One was a journalist of 50. He is established as a columnist on a leading newspaper. The other is an advertising agent, who brought with him a wife and three children, a fourth having been added since they arrived.

He joined an Australian firm for 12 months, and is now setting up with a partner in a business of their own. The family live in charming open country outside Melbourne, and, except for the difficulty of getting domestic help, have a far easier time than when they were in London.

These get more publicity than the satisfied settlers—in the same way as crime is news, while virtue isn't.

The Immigration Department estimate these frustrated returning travellers at not more than two or three per cent of the arrivals. Most other ventures show at least a similar proportion of failure.

The problem in Malaya

General Sir John Harding, Commander in Chief of Far Eastern Land Forces, has been speaking frankly in Singapore. He says that the army could do with more men. He states that it is getting all the material which it needs from the War Office. Armoured plate and scout cars are about to arrive from England in larger quantity. He is re-assuring about the army medical service.

Nevertheless the General is not optimistic. It does not seem the end of the campaign in sight. He thinks that it will go on until the bandits can be entirely cut off from the civilian population.

His remarks have caused anxiety in London. They are different from what London was being told 18 months ago. At that time there were regular assurances that the corner was turned. All that was needed was two or three months for mopping up, and all would be well.

When the new Parliament meets there will probably be demands for a re-examination of the entire strategy of the Malayan operations. One view is that the campaign is being conducted with the wrong force. Catching the bandits is not a task for the army, or for airplanes, cruising over the jungle. It is a task for a police force, patiently carrying out a plan of setting the civilian population to hunt out and denounce the bandits who are living parasitically upon it and terrorising it.

This seems to have been in Sir John Harding's mind. "In my opinion," he said, "the decisive answer to the problem of internal security in Malaya lies in the hands of the people."

One great difficulty

There would be one great difficulty in transferring responsibility from the army to an enlarged and reorganised police force. Information from Malaya is not very plentiful in London, but it is known that the police in Malaya are not a very contented or united body. The officers brought in from Palestine do not seem to have mixed well with the regular officers of the Malayan force.

Malaya is of great importance to the sterling area because of its rubber export to America. The rubber industry in Malaya has therefore caused much anxiety, if there are 5,000 bandits have raised such a storm, what will be the effect of a few more? The Chinese

Communists have hardly yet begun their operations in Malaya. The bandits seem to be chiefly local men.

The Malayan problem was certainly discussed at the Colombo Conference. Both Australia and India are vitally interested in what happens in Malaya. But it must have recognised that the

By "WINDRUSH"

Colombo remedy against Communism—economic action—hardly applies to Malaya.

The problem in Malaya is purely political. The tragedy of the situation is that given peace, Malaya would naturally be one of the most prosperous parts of the Oriental world. It needs no enormous new investment of capital, what so much of the population of Asia starves because of the poverty of the land, it is deplorable that the rich resources of Malaya should be thrown away because of political conflict.

New speculation

While the present bad news has drawn fresh attention to the bandit problem it has also caused a new wave of speculation about long-term problems in Malaya. For the past few years it has been feared in London that the communal problem there was developing on lines alarmingly similar to the former problem between Hindus and Moslems in India or between Jews and Arabs in Palestine. In both Palestine and India the upshot was violence and bloodshed on a dreadful scale. How can the trend in Malaya be stopped?

Last autumn there was the promising news of the meetings of the Communities' Liaison Committee which is to bring together the leaders of the Chinese, Malays and Europeans. But it was felt in London that there could not be too much optimism about its work until it had effected some agreement between Chinese and Malays over economic co-operation, and the admission of Malays to a more proportionate share in the economic life of the country.

What has happened in the last few months in this Committee and why is the Indian community playing so little part? There is little power in London.

It is expected here that before very long there will be repercussions in Malaya from the coming of the Indian community. It is true that there was little contentment even little interest, it is said, in Singapore.

pore on the day when the Dutch transferred power. But it would be very surprising if there are not contacts in future between Malay leaders and the Indonesian Government.

The majority of Malays are of Sumatran origin. If Malaya were federated with Indonesia, it would be one way—though a dangerous and probably disastrous one—of solving the communal problem. The Chinese community would be swamped.

For all these reasons there is a new burst of interest in Britain about the future of Malaya. Articles are appearing about the future of its University. In some European countries, with divided populations the students played a great part in overcoming differences; it is hoped that Malaya and Chinese students may do the same. When the general election is over Malaya will probably be very much under public discussion.

Maybe these jokes buying forged Filipino visas mostly got tired after the third week of queuing up at the ticket office to get a legitimate one. If you ever try to get to Manila?

"Women's undies to go!" Boy got me that chit of monsoon cycles!

Make Lee Bros.

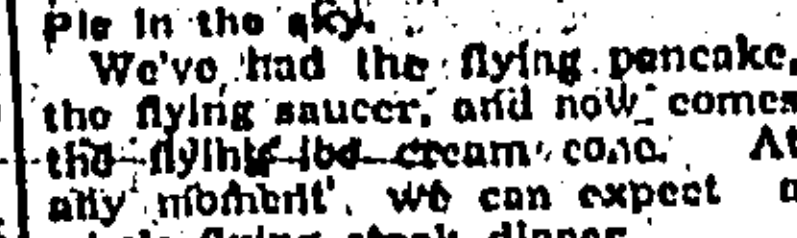
your

PHOTO CENTRE

1950 ROLLEIFLEX CAMERAS

SERVICE & QUALITY

8, D'Aguilar Street. Tel. 27662.



pie in the sky.

We've had the flying saucer, the flying saucer, and now comes the flying saucer cream cone. At any moment, we can expect a whole flying steak dinner.

From a public-spirited point of view, I am of course enchanted that the transport system is now back to normal. I fell this morning about 8 a.m. yesterday when clanking, grinding and shrieking steel roused me to the prospect of a new day. This treat, I know, can be expected regularly from now on.

"Labour, Tory Heads hit each other."

"Might, of course, be one way of knocking sense into them."

Shop advertisements for sale. "Clubs and saucers with various sizes and shapes with matching napkins." Probably make a big appeal to the baby-saith trade.

Sorry if I dwell on it too much, but being male I am still ignorant of dress that a woman should be able to discard her husband because she's decided to start a dynasty by another man.

No, Myrtle, our contemporary may refer to a "Glasgow baller," but they haven't so far called it the "Royal Nave."

Put-put.

"British" scientists were officially reported Wednesday night ready with plans for putting from engines in the nation's ships and powder plants.

Always a mysterious lot, these scientists.

Pinhead is now the world's fourth greatest maritime nation in terms of tonnage, registered. By the way, does anyone know of a shipyard where there are any shipping companies in Panama?

"Yale professor says Kremlin hard to crush."

More British fruit. The answer is a lemon.

Pretty poor show, I think, that nobody's given any thought to the unfortunate taxi drivers, who for six weeks have been the "Cobblers" of the street—after citizens. Sitting idle in the ranks, they may well ponder the vanished days of treble fares before their selfish Tramways comrades sold them down the river by returning to work.

No doubt the types who spent the occupation period in Macao were interested to read yesterday that American POWs are being given US\$1 for every day they were in camp.

Maybe these jokes buying forged Filipino visas mostly got tired after the third week of queuing up at the ticket office to get a legitimate one. If you ever try to get to Manila?

"Women's undies to go!" Boy got me that chit of monsoon cycles!

ELECTION BARRAGES GETTING UNDER WAY

Parties swinging big guns into action
APATHY OF ELECTORATE

London, February 9.

With four more days to complete nominations—filing in at the rate of about 200 a day—and two weeks before the General Election date, the big guns of all parties are slowly swinging into action.

Closely following their Election manifestos, all parties are vying with each other to flood the prospective voters with nice brochures and pamphlets. The gunners of both the Conservative Party, led by Mr. Winston Churchill, and the Labour Party, with Mr. Clement Attlee, Mr. Ernest Bevin and Mr. Aneurin Bevan at its head, have started their leadless Election barrages, addressing as many as five or six meetings in a night at different places.

COMBINED AID BILL PASSED

Washington, February 9. The United States House of Representatives today passed a double-barrelled bill to give financial aid to South Korea and Taiwan to strengthen them against Communist pressure in Asia. The bill was approved by 220 votes to 134.

The bill, called the Far Eastern Economic Assistance Programme, was sent to the Senate for approval.

A fortnight ago the House defeated by one vote an Administration bill providing aid to Korea alone.

President Truman's reply was to submit this combined bill providing aid for both Korea and the Chinese Nationalists' last main stronghold in Taiwan.

The new bill provides for a part of a \$103,000,000 China aid fund to be made available for economic aid to Taiwan.

The Administration has been reported as favouring a \$28,000,000 economic aid programme for Taiwan.

Inclusion of Taiwan in the bill won support from some leading Republicans who had earlier voted against aid to Korea alone.

With all existing Far East economic aid expiring next Wednesday, the House, by its action today, did the following things:

(1) Authorised the Economic Co-operation Administration to spend \$50,000,000 more by June 30 on raw material imports and capital improvements in Korea.

(2) Extended the life of the China Aid Act to June 30.

Congressmen, both Democratic and Republican, who supported the Aid Bill maintained that the United States could not afford to abandon either Korea or Taiwan if America was to retain prestige in the Orient.

But some opponents considered the aid programme would be a waste of American tax-payers' money.—Reuter.

POLISH FORCES SOVIETISED

London, February 9. Poland's armed forces have been sovietised and reorganised in line with Cominform principles, the official publication of the Polish Embassy in London indicated today.

The Embassy bulletin quoted the Deputy Defence Minister, General Z. Jazdzewski, as saying the Polish army had changed its character and is the "true type of army."

This was the first indication of measures taken by the former Soviet Marshal Konstant Rokossovski since his appointment as Polish Minister of Defence.—United Press.

FRAZER YOUNG

TRIBUTE SILKS & SATINS
BROCADES, ETC.
CHEF D'EMBOIRERED LINENS.

RAW SILKS—SPECIAL PRICE

24 Wyndham St.

Tel. 28312

UN delegates to be tried

Bogota, February 9. A former Colombian member of the United Nations Kashmir Commission and another prominent Colombian have been detained and will face a military court on charges of directing a secret radio station, Bogota newspapers said today.

The men were named as Alfredo Lozano Agudelo, former Colombian delegate to the United Nations former Minister in London and a member of the United Nations Kashmir Commission, and Robert Paris Galtier, former Secretary to the Government of Colombia.—Reuter.

MISSION STILL A MYSTERY

Moscow, February 9. Today completed eight weeks since the arrival of the Chinese Communist leader, Mao Tse-tung, and his delegation, later supplemented by the premier and Foreign Minister, Chou En-lai, and representatives of the North East and Sinkiang Government.

Nothing official regarding the progress of negotiations has been published.

Meanwhile, the best informed Western diplomatic circles, who presumably know as much about Soviet-Chinese relations as any so-called specialists abroad, discount various Hong Kong, Paris and Washington reports claiming intimate knowledge of Mao Tse-tung's negotiations.

One of the most competent Western observers here with much previous experience in the Far East, said one can safely disregard foreign reports based on alleged leakages.

In the sole statement Mao Tse-tung released here, in a Tass interview published on January 2, he said he would remain several weeks longer depending upon the time required to solve various questions under consideration.

It mentioned: 1. The existing pact on the friendship alliance concluded in 1945;

2. Soviet credits for China;

3. Trade agreement.—United Press.

POPE ON CHURCH COLLABORATION

Vatican City, February 9. The Pope is expected to issue this month an important document opening the way for closer collaboration between the Catholic Church and other Christian churches.

It is understood that the document will take the form of new instructions to Catholic Bishops on the attitude to be taken towards collaboration with other Christian communities on social and moral problems.

It is believed here that the document will authorise the holding of conferences between Catholic and Protestant churchmen and lay leaders to clear the ground of misunderstandings and pave the way, not to unity but rather to united action on the outstanding problems that face Christianity today.

It is pointed out here that a wide degree of co-operation with other Christian communities has been permitted in recent years by the Church, particularly in Germany.

The new Holy Office document is expected to establish exactly to what extent and on what lines this collaboration can be developed.—Reuter.

This is the Gin



Quality Incomparable
Gordon's
Stands Supreme
Sole Agents

DODWELL & CO., LTD.

Intervention in Taiwan rejected by Washington

Washington, February 9.

The State Department today again rejected any idea of American intervention in Taiwan. The Chinese Nationalists can hold the island if they try hard enough, it said.

In a 10-page reply to Congressional questionnaires, the Department said that for the United States Government at this date to try to establish a non-Chinese administration on Taiwan, either through the Supreme Command of Allied Powers for the Far Eastern Commission or United Nations-sponsored plebiscite, would be almost universally interpreted as an attempt by this Government to separate Taiwan from China, and would be contrary to the long-standing policy of the United States of returning the territorial integrity of China.

In answer to a question regarding the United States position on the admission of Communist China to the United Nations, the Department said: "The United States recognises the National Government as the government of China, and insists that the United States representatives at the United Nations vote against the effect of expelling the National Government representatives of the seat in the Security Council."

The State Department said it should be assumed that the Communists are making all possible efforts to get together equipment for an assault on Taiwan.

Defences adequate

"In general, it is considered that available military resources are adequate for the defence of Taiwan provided they can be mobilised by the Chinese Government and put to effective use by its military forces."

The Department takes the position that the United States grants of economic aid to Taiwan should be based only on the clear showing that the Chinese Nationalist Government is able to make an effective defence of the island.

"This criterion applies with equal validity to the present implementation of the ECA programme."

Answering questions regarding alternate sources of essential commodities to replace Taiwan and Hainan as sources of commodities for Japan, the Department said the Philippines and Indonesia would be adequate alternative sources of supplies. It is probable that Japan could procure from these sources as much as or more as it has imported from Taiwan.

The Department said, "The capture of Taiwan and Hainan by the Communists would not necessarily eliminate them as sources of supply of commodities for Japan. Whether the Communists would be willing to engage in such trade upon acceptable terms cannot be predicted."

The views of the Secretary of Defence and the Joint Chiefs of Staff were considered in the formulation of a policy stated by the President on January 5, it said, and certain portions of the President's statement referred to Taiwan while other portions apply to all of China including Hainan.—United Press.

GAMBLING LAW RESTS ON OLD STATUTE

London, February 9.

Mr. Gilbert Byfuss, KC told the Royal Commission on Betting, Lotteries and Gaming today that the law governing gambling on almost every card game played in Britain rests on a statute passed in the reign of Henry VIII to prevent the playing of any game which might interfere with archery.

The statute, although amended in 1945, remains in essence unchanged so far as card playing is concerned, Mr. Byfuss told the Commission, and suggested scrapping all present laws covering card playing.

He rejected a proposal that specific games should be declared legal.

"New games are constantly being invented," Mr. Byfuss said. "There is one now which is sweeping the United States. Are you to get a foursome from Scotland Yard to learn the rules and then have them play a game to work out whether it is right to allow the public to play it?"—Associated Press.

Orient aid plan asked

Washington, February 9. Republican Representative Jacob Javits today called for a US\$1,000,000,000 annual recovery programme for the Far East.

He also asked an invitation to Indonesia, India, the Philippines, Burma, Pakistan, South Korea, Vietnam, Australia and New Zealand to establish a Pacific Pact with the United States similar to the Atlantic Pact.

In a speech on the House floor, Mr. Javits said, "If the die is to be cast for war by the Soviet Union, then we are in for it, whether or not we have economically aided other free areas of the world. What we must at all costs avoid, however, is giving up, by default."

"In other words, withholding or impairing our economic assistance so that Communist infiltration, trading on despair, economic depression and post-war destruction of countries, will win without any Soviet aggression from without being necessary."

"This we dare not do and it must therefore be our fundamental policy to repair and develop the economy of free peoples or those striving to attain freedom."

Mr. Javits also recommended a prompt and extended Point Four programme and immediate consideration of measures to ease the European dollar shortage after the Marshall Plan ends.—United Press.

Book your flight to
BORNEO
with **EPA**

Flights from
H.K. each Monday
SANDAKAN
Kuching, 11,000 miles
JESSELTON
Kuching, 11,000 miles
LABUAN
Kuching, 11,000 miles



Malayan Pacific Airways
General Agents: BUTTERFIELD & SWIRE

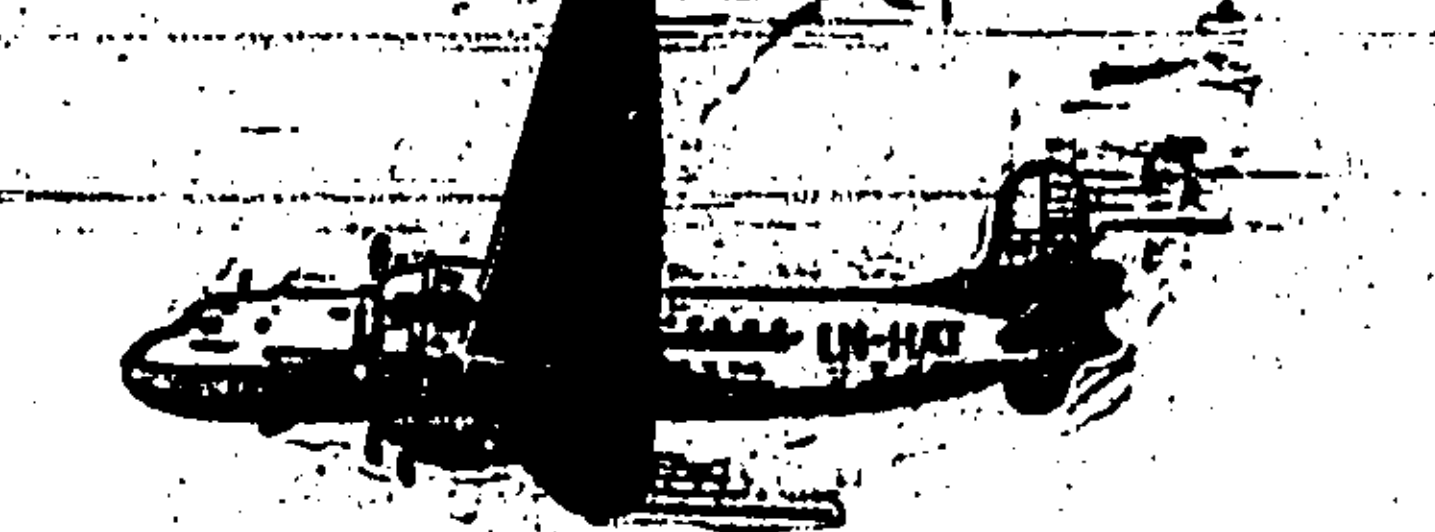


"Speedbird service to
LONDON
saves me valuable time!"

BOOK NOW HONG KONG TO
LONDON
Direct
£175.00 single, £315.00 return
SINGAPORE
£185.00 single, £365.00 return
15 DAY EXCURSION FARE
£245.00 return
LONDON
via SINGAPORE & COLOMBO
£215.00 single, £415.00 return
Your local B.O.A.C. Agent will advise you on fares, routes, and bookings.

FLY "B.O.A.C."
Information & Bookings: J. J. Mather & Co., Ltd., 618 Chater Rd., H.K. Tel. 27753-5.
Peninsula Arcade, Kowloon. Telephone 59161-2-3. (General Agents in Hong Kong & China)
BRITISH OVERSEAS AIRWAYS CORPORATION
with Capital Employed Airports Limited, Tame Valley Airways Limited and South African Airways

BRAATHENS
SOUTH AMERICAN & FAR EAST AIRTRANSPORT A/S
SAFE



HONGKONG-OSLO
via AMSTERDAM
BOOKINGS ACCEPTED FOR ANY EUROPEAN
DESTINATION
BRAATHENS SAFE AIRTRANSPORT A/S
DEPARTURES EVERY FRIDAY 9 A.M.
(Every second Friday in conjunction with O.P.A.)
For Passage & Freight Bookings Apply to—

WALLEM & CO., LTD.

Hong Kong & Shanghai Bank Bldg. Tel. 34177-9

THE SHORT FAST WAY TO THE U.S.A.

3 FLIGHTS WEEKLY
(Via Connecting Airline to Manila)

ONLY NORTHWEST FLIES ACROSS THE PACIFIC AND ACROSS THE U.S.A.

For Information and Reservations
NORTHWEST AIRLINES
410 American Building, 11th St., Chicago, Illinois, Hong Kong
or your travel agent

NORTHWEST AIRLINES
The Chief Pilot, Mr. J. H. G. Galtier, is a member of the Royal Canadian Mounted Police

THE B.R.M., BRITAIN'S NEW RACING CAR

Recently the technical Press in Britain were privileged to witness Raymond Mays enter the seat of the latest BRM and take it for a few laps of an aerodrome circuit.

Thus, a definite and a most important stage has been reached in a bold and imaginative project which has occupied the efforts of Mays and Peter Berthon, with the support of more than 160 makers of cars and parts in Britain, for the past three years.

The car itself stands revealed as having conventional appearance with front engine position, but the specification is full of interesting details, not all of which can be disclosed at this time. Reference to the data panel will, however, show that it is noteworthy for the use of 16 cylinders, each having a capacity of only 93 c.c., the bore and stroke each being less than 2 in.

Ingenious layout

The cylinders are ordered in four groups, two on each side of the crankshaft, and are inclined at an included angle of 135 degrees. This gives an even firing order and keeps the engine as low as possible, at the same time lifting the heads above the level of the frame tubes, which they might have fouled if a completely flat engine with horizontally opposed cylinders had been used.

The cylinder bores themselves are wet liners inserted into the upper half of the crankcase, staggered so as to give side-by-side mounting for the connecting

rods, which have Vandervell bearings. The four detachable cylinder heads each carry two valves per cylinder, inclined at an angle of slightly less than 90 degrees. These valves are worked by a total of eight overhead camshafts, for it is a distinguishing feature of the engine that the drive to the valve gear is through a train of gears centrally mounted between cylinders No. 4 and 5 on each bank.

The same central gearing system is used to drive (through the medium of a sub-shaft) first, the auxiliary cross-drives to the water pumps, gear-type oil pumps, etc., and, secondly, the multi-disc clutch at the rear of the engine and the two-stage centrifugal blower at the front of it.

The latter component is, naturally, run at considerably more than engine speed, but as the crankshaft is designed to be regularly run up to 12,000 r.p.m. the clutch has been arranged to run at a good deal below engine speed, this, of course, also applying to the propeller shaft.

Other engine details of considerable interest are the use of distributor and coil ignition, the distributors being four in number so as to provide efficiently the required 66,000 sparks per

minute at full speed. A fixed ignition timing is at present employed.

For preliminary trials the two-stage superchargers are fed by carburettors, but the use of direct fuel injection by means of a nine-piston S.U. injection pump feeding into a slinger ring is being developed, and it is expected that the car will be raced with this arrangement which has many advantages in the light of the considerable volume of fuel needed to match the full air consumption of 60 lb./min. which is envisaged by the designers.

More than 400 b.h.p.

The centrifugal blowers, which have been developed and constructed by Rolls-Royce, Ltd., are remarkably light and compact, and mixture is fed into a centrally disposed manifold with branch pipes leading off to the slinger inlet ports.

It is obvious that an engine of this general type is capable of very high power outputs, and it can be stated that more than 400 b.h.p. has already been attained, although the engine has been on the test bed for under six months.

This is nearly 20 per cent. greater power than any reported from existing Formula 1 engines, and compares with the 1934-35 Auto-Union and Mercedes-Benz Grand Prix cars with five and four litre engine capacity.

At the same time, it must be recognized that the engine is still relatively new, and before the completion of the present Formula 1 season at the end of 1952, it should be possible to raise the output to more than 450 b.h.p.; in fact, 500 b.h.p. would not be an impossible figure. As will be seen in some notes following this description of the car, an output of this order would suffice to shatter all existing European lap records on a car with the low weight and frontal area possessed by the BRM.

The driving seat is centrally positioned, and is so low that the top of it is only approximately on the same height as the top of the wheels. The low seat mounting thus employed has been contrived by giving the propeller shaft a marked offset to the left-hand side of the car, the crankshaft axis being set across the frame and also inclined noticeably downwards. This brings the crown wheel and pinion adjacent to the rear-side frame members, so that the five indirect ratios in the gearbox are mounted with their shafts in line with the half-shafts. The gearbox, it is interesting to note, as well as the engine, is given dry-sump lubrication.

The half-shafts themselves are free from splines and carry two universal joints each, the inner being of the De Dion type, or, in the case of the outer, the conventional Hook type. The rear wheels are maintained parallel, one with the other, and vertical in relation to the ground by a De Dion tube, this being split so as to provide relative angular motion between the hub and the other, and provided with a central guide to locate the wheels laterally.

Radius and torque arms, extend forward to pivot points mounted on the frame, the latter consisting simply of two tubes one placed above the other and each side and connected by perforated sheet with welded joints between the whole assembly. Tubular cross-members are also provided, the whole structure having been built by Messrs. Remy Owen.

The front cross-member gives support for the Porsche-type trailing arms, about which the front wheels pivot in ball-and-socket joints. Steering is by a Burman worm-and-nut reduction box placed on the rear side of the car and connected to the centrally mounted steering wheel by a universally jointed shaft which runs between the vee of the engine.

The rocker shaft of the box is connected to the steering arms by a three-piece track rod.

Suspension by air

Suspension, both fore and aft, is by the medium of Lockheed air struts, which give a very marked rise in rate with increase of vertical travel, and also have their own in-built and extremely effective damping arrangement.

These struts are also remarkable for their light weight and, although alternative suspension arrangements are provided for in the design, it is expected that air springs in Grand Prix racing will mark a considerable step forward in the solution of the very difficult problem of providing first-class road holding on a car of low total weight.

As another method of attack, the Al-Fin bonded-steel liners in the light-alloy brake drums are noteworthy, also that the back plates have been almost eliminated, the three-leading shoe per drum being controlled by virtually a bridge-piece connecting the hubs.

The shoes themselves are of a deep U-section light alloy, and the elimination of the back plate has, of course, given improved ventilation, as well as a slight reduction in weight. The whole of the braking equipment has been provided by Gilling, Ltd.

The fuel tanks are divided between the space available immediately behind the driver and on each side of the cockpit, while

MOTURING NEWS AND VIEWS



These are the trucks purchased from Gilman & Co., Ltd., to be used to transport vegetables from the New Territories to the Wholesale Market.

Modern Diesel fleet operating in NT

To cope with the ever increasing vegetable production in the New Territories 16 large Commer Diesel trucks have been purchased from Gilman & Co., Ltd., and added to the existing fleet of 35 vehicles which transport the New Territories' vegetables to the Wholesale Vegetable Market.

The addition of these 16 diesel trucks has given the Marketing Organisation the additional transport which was so essential at this particular time.

They make the operation of the marketing scheme much more economical, since they carry increased weights using less and cheaper fuel. One of the great advantages is the economy which is effected in manpower since the new trucks are fitted with specially constructed bodies enabling one driver to carry a load one-third greater than could previously be transported by one truck.

At the present moment the transport fleet averages more than 3,000 miles per day and in operation throughout the 24 hours of each day.

Detailed costing

A detailed costing which covers capital outlay, insurance, salaries, fuel, maintenance and administration shows that the cost per picul of bare transport of vegetables at the peak period when every truck is fully loaded is 20 cents per picul. The cost of the driver, however, when trucks are carrying half loads, the cost is much higher.

Present commercial transport rates average out on the same run at 40 cents per picul for full loads and as much as \$2 a picul for individual baskets.

It is the hope of the Development Officer that the existing 35 petrol trucks can be replaced by another 16 heavier diesel trucks

behind the rear axle is a mounting platform for the gearbox oil tank and an accumulator capable of supplying ignition requirement for a minimum of four hours.

The nose of the car is occupied by a Delancy Galley radiator, from which, however, the header tank is divorced, this being placed above the back of the engine.

Each cylinder head has its own small-diameter water off-take pipe, and the whole system is highly pressurised, so that the engine may readily be run at over 100 degrees C. coolant temperature with a corresponding reduction in the area required for heat exchange.

The wheelbase, track and frontal area of the car are all about 10 per cent. less than the 1939 German cars, which had twice the nominal capacity, but comparable power output. With the present engine output, therefore, the BRM with 41 b.h.p./sq. ft. of frontal area and 430 b.h.p. per ton at starting-line weight has performance factors which are substantially higher than those obtaining on the pre-war models which now possess all European circuit records.

On these figures the BRM should be the fastest road-racing car yet built, and now that it is possible generally to outline this bold effort to wrest leadership from present Italian and potential future German supremacy, the voices of those who have criticized the long period of gestation may perhaps be stilled.

Many have been disappointed that the car was not ready to run in 1949 events, but it is now obvious that, given adequate resources for the development of the design, and the maintenance and management of a full Grand Prix team, we have an all-British car which can raise the Union Jack to the masthead of foreign motorsport, for the first time in the history of Grand Prix racing.

Car pioneering in Scotland

By James MacFarlane

Last month the Royal Scottish Automobile Club attained its 50th birthday, which achievement was hailed with "Highland Honours," if only for its conquest of that mountainous Reliability Trials of 1905-09.

The start of the club was the result of the abounding enthusiasm and energy of one man, then a young Glasgow chartered accountant, the subsequently famous Robert J. Smith.

From 1896 Smith was Scottish secretary of the Self-Propelled Traffic Association, and when that body became allied with the RAC in 1898 he resolved that Scotland should have a club of its own. But Caledonian interest in organised effort in that early period was small and a number replied to Smith's circular letter that the idea was premature.

Nevertheless, he pursued his project, and 12 enthusiasts attended at the offices of Mitchell and Smith, C.A., 59, St. Vincent Street, Glasgow, on May 3, 1899, and resolved that a club should be formed. Those included John Stirling of Hamilton, the pioneer Scottish motor manufacturer, (Sir) William L. Sleight, and T. Roland Outhwaite, of the Edinburgh Autocar company, while Smith was able to report the warmer support of Sir John H. A. MacDonald, the Lord Justice Clerk.

After a short lull, circumstances moved in Smith's favour with the inclusion of the South of Scotland and Edinburgh in the itinerary of the RAC first "1000 Thousand Miles Tour" of 1900, and the promise of cars on view and in road trials at the Glasgow International Exhibition of 1901. Claud Johnson was much in Scotland at this period, enlisting local help for those coming events, and his presence stimulated interest, especially in the capital, with the first event so near. The outcome was a further meeting convened by R. J. Smith at the Royal Hotel, Edinburgh, on December 1, 1899, when the club was formally constituted and affiliated to the RAC.

Organising the tour

A provisional committee was appointed with Norman D. MacDonald as chairman, which got down to work without delay, particularly on the RAC Tour.

Professor Dawson Turner, a disciple of M. and Mme. Curie of radium fame, and T. Roland Outhwaite assisted Claud Johnson to survey the inward and outward routes respectively from the Border to the capital, and when the tourists arrived at Edinburgh Sir William L. Sleight was in charge of the inward and outward controls, while N. D. MacDonald, son of Sir John, and John MacDonald, chairman of the Edinburgh Autocar company, who had presided at the inaugural meeting, marshalled the competing vehicles at the Waverley Market.

There the competitors were received by the Lord Provost and Sir John MacDonald, who had been (Sir) Percy Richardson's passenger from London. Incidentally, the first two competitors to arrive were the Hon. C.S. Rolls and S. F. Edge.

In the following year came the Glasgow members' opportunity to show their organising ability and so successful were they in their management of the Trials of Reliability, harbingers of greater things to come, and comprising 100 miles a day for five days—that R. J. Smith was presented with a special

commemorative gold medal by the RAC. It is commonly thought that "R. J." was secretary from the start, but that was not so. Certainly he was appointed such to the provisional committee, but presumably on account of the imminence of the tour it was considered expedient that the first officers should all be drawn from the capital.

Accordingly an Edinburgh chartered accountant, T. M. Newton, was made secretary while Smith had the office of auditor. However, during 1901-02, circumstances arose involving a change and at the request of the general council Smith assumed the secretaryship, to continue in office until his death in 1942.

It will be remembered that the 40th anniversary of the R. J.'s association with the club in an official capacity was celebrated by a banquet in his honour and the presentation to him of a Daimler.

Localised view

But despite excellent leadership Scottish private motorists were not yet attuned to an organisation designed to influence national and international problems. Their viewpoint was essentially localised and in 1901 a schism arose which caused the founders considerable anxiety.

There was even talk about forming a separate social club for Glasgow and the West of Scotland.

However, a via media, happily, was found by dividing the membership into two sections, broadly east and west, conjoined by a general council. This, though seemingly cumbersome, proved a successful expedient and the membership, at first only about twenty, rose in 1902 to 315. Thirty years later this was nearly 6,000 and today it is 6,850.

In 1906 outlook broadened, and by common consent, the division was abandoned. The oldest members today are Viscount Weir, Sir John's successor in the office of president, Sir James Lithgow and J. B. Talbot Crosbie, all of whom joined in 1901.

Austins look ahead

Newspapers have recently given prominence to a patent concerned with a gas-turbine car which, following an application dated August, 1947, has recently been granted in the joint names of the Austin Motor Co., Ltd., and J. H. Weaving.

Asking for comment on the matter, Mr. Alan Hess, Public Relations Officer of the company, said:

"The fact that we have taken out a patent in connection with the design of a gas-turbine car does not imply any intention on the part of the company to market a model of this type in the immediate future.

"As you will appreciate, we are always looking several years ahead and if, in the course of long-term development work, we evolve a good way of achieving some particular object, we naturally patent it so that the design is open to us to use if, and when, the time comes. That, of course, is both common sense and common practice.

Difficulties overcome

"In this particular case, we have evolved a method of overcoming transmission difficulties which have been one of the more serious obstacles to the development of gas-turbine car designs. Naturally, we wish to be in a position to make use of this design 'if ever the time' is ripe and not to be debarred from employing it if a similar method (and patented) by a competitor. "That is the position at present and this patent is simply a part of long-term development work."

The actual patent specification No. 628,201 deals specifically with the problem of transmitting power from a gas turbine to the wheels of a car, using a multi-cylinder hydraulic pump of variable stroke driven by the turbine, to feed fluid to positive-displacement pumps linked to the car wheels, forward.

Vortical shaft

Details shown comprise a vortical shaft, surmounted by an electric starter, below which is located the turbine, exhaust gas from which is discharged through a heat exchanger to the atmosphere.

Below the turbine, and driven by it, is the two-stage compressor which feeds air continuously through the heat exchanger to the combustion chamber and turbine. Below the air compressor is located the high-speed hydraulic motors in or near the wheels.

It is suggested that two controls would be provided for the electric starter, below which is located the turbine, exhaust gas from which is discharged through a heat exchanger to the atmosphere. Below the turbine, and driven by it, is the two-stage compressor which feeds air continuously through the heat exchanger to the combustion chamber and turbine. Below the air compressor is located the high-speed hydraulic motors in or near the wheels.

Firestone De Luxe CHAMPION

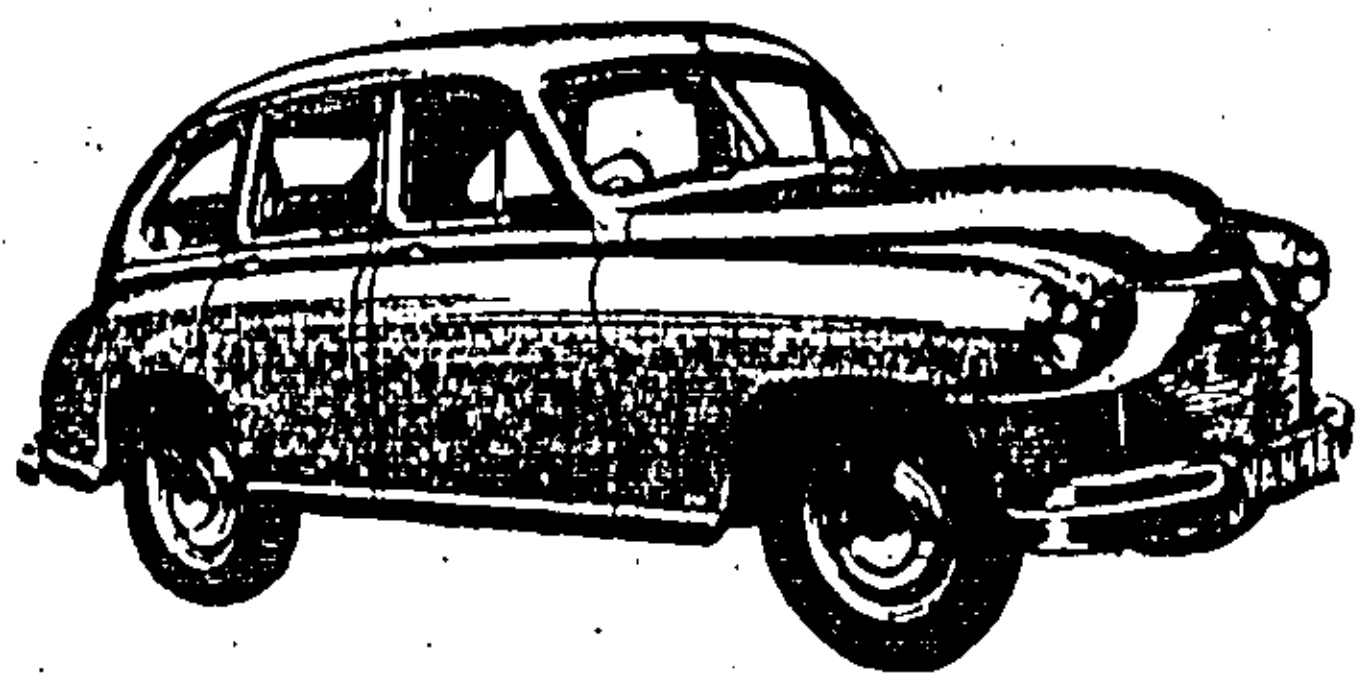
THE ONLY TIRE THAT IS SAFETY-PROVED ON THE SPEEDWAY FOR YOUR PROTECTION ON THE HIGHWAY

For 25 consecutive years, Firestone tires have been on the winning cars in the Indianapolis Sweepstakes. This gruelling 500-mile race, where average speeds are 124 miles per hour, is the proving ground for Firestone tires. Every car that finished the race last year was equipped with Firestone De Luxe Champions.

THE SAFEST, LONGEST WEARING TIRE EVER BUILT

Made in ENGLAND, U.S.A. and CANADA
WILLIAM HUNT & COMPANY
 Ltd. Inc. U.S.A.
 123, Hongkong Bank Building, Tel: 51104-57122-51250

MADE IN BRITAIN DESIGNED FOR THE WORLD



The STANDARD Vanguard

For Further Particulars Phone

FAR EAST MOTORS LIMITED.

26, Nathan Road, Kowloon. Tels. 56840 & 57250

GENERAL

ACCIDENT FIRE & LIFE
 ASSURANCE CORPORATION LTD.

(Incorporated in Great Britain)

Manager for Hong Kong & China—K. S. Marbando

Tel. 24706

Is Your Property Safe?

Jewellery:- All Risks Insurance. World wide in cover.

Household Effects:- Householders Comprehensive Insurance, covering your articles where you live.

Baggage:- Baggage Insurance covers you by sea or air anywhere. Claims settled promptly by agents all over the world.

Get The "GENERAL" Idea—Insure Now!

AGENTS:

FIRE, MARINE, ETC.—James H. Buchanan Ltd., Marine, Room 14, 1770.

MOTOR VEHICLES—AND—B. C. Co. (China) Ltd., Windsor Room—14, 2215.

Truman rejects new approach to Russia on atom

Washington, February 9. President Harry Truman today rejected any new appeal to Russia or any change in U.S. policy in an effort to clamp world controls on the atomic bomb and the hydrogen bomb. The United States is standing on its present peace policies, he said, and with one little bit of co-operation from Soviet Russia would get the job done.

He told a news conference that he sees no reason for changing American policy for international control of atomic energy and other armaments in the light of recent developments.

"There is no use in getting alarmed over this," he said, "because we are working all the time to get peace in the world." He fully approved the Secretary of State, Dean Acheson's, statement on Wednesday ruling out any dramatic new approach to Russia as has been suggested in Congress.

Mr. Acheson had said that the only way to get peace was to create strength in place of weakness in threatened areas throughout the world. He also saw no need for forming a Government-appointed group of private citizens to study the problems raised by the hydrogen bomb.

The foreign policy discussion took up most of the President's news conference.

As each question bearing on foreign policy was asked, the President fell back on Mr. Acheson's statement and advised reporters to read it. He said Mr. Acheson discussed it with him and the two were in complete agreement.

Peace policy

The first question asked dealt with the proposal by a group of American scientists. The group, in New York last Monday, suggested a new approach to international control of atomic energy. It envisioned the possibility of the U.S. making economic concessions in exchange for atomic inspection concessions by the Russians.

"Read Mr. Acheson's statement," Mr. Truman said.

What about the speech of Senator Brien McMahon, Chairman of the Joint Senate House Atomic Energy Committee, suggesting some new soul-searching on the question?

"The Acheson statement covers that ground," Mr. Truman replied.

Calcutta disorders

Calcutta, February 9. Two were killed and 40 injured when police fired to disperse looters after several scattered fires had broken out here tonight.

Fearing communal disorders, the West Bengal Government earlier today imposed a dusk-to-dawn curfew, and banned all public meetings and the carrying of lethal weapons.

The West Bengal Premier, Mr. Bidhan Chandra Roy, told the State Legislature that a large number of prospective trouble-makers had been arrested in the past few days and that all steps were being taken to bring offenders to book.

Newspapers had been asked to submit new items on communal incidents for censorship at least for the next few days. No reports of any disturbances had so far been received though one was killed and two injured in Calcutta last night.

Communist-led demonstrations had recently been held in the suburbs.—Reuters.



A perfect fit in glasses—more important than a suit of clothes!

Don't make your eyes wait, if they need glasses—we have a range of spectacles framed to fit your face as well as your eyes!

Consult

CHINESE OPTICAL CO.
67 Queen's Rd., Tel. 23118

DON IDDON'S DIARY

A rush to be respectable

This resort fears blood on the Miami moon. I am in a town that has had an anxiety neurosis and a reform fixation. The pulpsters and Press have announced that the racketeers, the hoodlums, the big-time gamblers, fixers, tricksters, and pirates must go.

"Get out of town," say the clergy and the editorial writers. This is like telling the bright blue ocean to stop lapping the silver beach.

Miami, which has lived and thrived on gambling, sex, and liquor, as well as on sunshine and sea, is trying to be puritanical; but it just won't work.

The day I arrived Mr. Frank Costello, of New York City, who heads a nation-wide gambling syndicate and is usually termed as the Number One underworld figure, also slipped into town. All he did was confer with Tony Accardo, another kingpin of the rackets, and several other mobsters.

Miami—or at least its articulate spokesmen—was indignant. "These men must leave," shouted the front pages. But they are still here.

Miami, which is Hollywood by the sea, only squalid, is anxious to become respectable. It has clamped down on betting, except at the race tracks.

The day when the money-heavy tourist could put a thousand-dollar wager on a horse from his sun splashed cabana or the hotel cigar store is over—at least, for a week or two.

All games of chance—roulette, dice, and card games—are banned. The "jergous hussy" of Florida suddenly sees herself as a vicar's

wife. This is making everyone feel uncomfortable, and Miami is out of sorts and bounds.

One reason for this sudden desire to go straight is the slump in Miami's phenomenal prosperity. The season is off—it is lagging and limping. The spending spree and splurge have vanished.

Miami therefore wants staidier customers who never owned a mink or a string of pearls, but who will come and stay year after year.

It feels, justifiably, that it has been largely labelled in the past. The resort is not just a glittering honky-tonk, an exotic and extravagant collection of pink and white hotels trimmed with chromium and glass; it is a city of superb homes and villas, lovely parks and waterways—with canals superior to those of Venice—as lush and as enchanting as the South Seas.

It has the ambition to rely on these attractions rather than on booze, libidos, and gambling. But the experts are sceptical.

The extremes

Without the movie set in a sand-box crowd, the hot-house atmosphere the publicised bosoms of the bathing beauties, Miami, they say, would curl up or collapse. And I, a stranger here, am inclined to agree.

This has always been a State and a city of extremes. Florida and Miami never do things by halves. They either ride a roaring tide of dollars or they sink.

Miami was hit by the Great Depression long before the rest of the country got the panic. Real estate or property investments melt sooner under the hot Southern sun.

Today there is no panic—yet. There is apprehension.

Some hotels are begging for customers. They have slashed their rates, but their rooms remain unoccupied, their restaurants and lounges are Sahara.

I called on the manager of the local Chamber of Commerce to find the reason for the slump. He said: "The lush money has gone. People are uncertain about the future."

There are probably just as many people here as ever, but we built more hotels and they are in over-supply, and many tourists are living in the hotels' trailer camps and eating at lunch counters.

"There's nothing to get alarmed about," Bank deposits here are up. People are saving, they are becoming cautious and thrifty-minded—it is natural enough."

I asked about the sales of British goods here. The Chamber of Commerce man laughed. "You're the first Englishman I've seen in a long time," he said. "Not a single British salesman or business representative has called on me. You need dollars, why don't you go out after them?"

"You could have sold all sorts of tropical suits and stuff when people were loaded with dough, but now no one is trying."

I checked up with local business men. The Chamber of Commerce man was right.

They don't care

This cloud cuckoo-land doesn't care who wins in Britain on February 23—it isn't interested.

The local Press is trying to drum up readers to their international responsibilities, and says editorially: "Britain's Socialist scheme is abundant in the great bulk of Americans."

But it all falls rather flat. A lot of people here don't know what "abhorrent" means, and, anyway, Frank Costello hasn't handpicked any British candidates, has he?

They don't want to give you the impression that Miami is dumb or dying. The place has sparkle and life and a forced optimism—it is supercharged compared to Palm

Beach—but the dazzling pinwheel is revolving more slowly.

Only Danny Kaye and Carmen Miranda, who are here, can fill the boob traps, and as their salaries are around £8,000 a week there's not much percentage for the managements.

The small places without the big names are folding like concertinas. But the fabulous shops on Lincoln-road, which is Miami's Fifth-avenue, and the less stylish stores on Collins-avenue, are breaking even—doing far better business than the shops on Palm Beach's Worth-street.

I think that Miami is coming of age and beginning to realise that super-booms cannot last indefinitely. For once in its giddy life it is trying to make adjustments and conform to the level-lag-off process which was inevitable after the insane extremes of spending just after the war.

It is still sensitive to criticism, and I have been reminded several times about allegedly harsh comments made from here in my column last year.

These were reprinted under the heading, "Pity Poor Don Iddon—Visiting Briton is Baffled."

I am in no need of pity, and I was not baffled.

I was shocked

I find the town less garish, more likeable than I did last year. There are several features which made me wince—the banal self-promotion and publicity, the tiresome, half-naked belles balancing Florida oranges; but Miami has no monopoly on them.

And I was chilled and shocked along Ocean Highway, between Palm Beach and here, when I saw convict work gangs clearing sand under the rifles of swarming guards and gaped at by motorists and bathers. But perhaps next year this public display of prisoners will have disappeared.

Perhaps next year, also, this perpetual preoccupation with the dollar will be less crude. I have great hopes that Miami will become mellower.

Footnote: Miami is the town of palms—outstretched ones.

Talks in France on Indo-China

Saigon, February 10.

The French High Commissioner, Leon Pignon, is due to leave for Paris on Sunday to confer with the French Premier, Georges Bidault, and other French Government officials on the situation in Indo-China.

Recognition of Bao Dai by America and Britain, and Russia's recognition of the rebel Ho Chi Minh regime as well as the new independence of Vietnam have changed the situation in recent weeks.

M. Pignon also intends to ask Paris what should be done in case the Chinese Communists attack Indo-China from the North.

General Marcel Carpentier, French Commander-in-Chief here, told The Associated Press that two months ago he was sure the Communists would not attack Indo-China.

"Since the visit of Mao Tse-tung, Chinese Communist chief, to Moscow, it is impossible to know," he said. "He must obey Marshal Stalin's orders and it is impossible to know Marshal Stalin's intentions."

In a message to former Emperor Bao Dai today, President Harry Truman officially proposed an exchange of diplomatic representatives between the U.S. and Vietnam.

Mr. Truman's message, according to full recognition to Vietnam and welcoming her to the community of nations, said he hoped the exchange would not be long delayed.

First envoy

The message was sent to Bao Dai as chief magistrate of the new union embracing Tonkin, Annam and Cochinchina.

The original agreement between France and Bao Dai whereby Vietnam became independent with the French Federal Union did not provide for a separate Vietnam representative in Washington.

Vietnam assumed her new status last week when the French Parliament ratified the Franco-Vietnamese agreement of last March. "In view of this," said Mr. Truman, "I want to congratulate Your Majesty and the Vietnamese people on this happy event."

The message was delivered to Bao Dai at Dai, his official residence, by Edmund Gullion, the new American Consul-General who arrived from Washington today. Mr. Gullion is expected to become American Ambassador or Minister if and when an American Embassy or Legation is opened here.

Paris, the Foreign Office said, that Luxembourg had recognised the Governments of the three new French-sponsored states of Indo-China—Vietnam, Cambodia and Laos.

Bao Dai's Government published a statement thanking France for granting Vietnam virtual independence within the French Empire, according to reports from Washington.

The statement said that independence was the only policy capable of satisfying the people of Vietnam and the recently signed

agreements granting Vietnam independence opened a brilliant future for the young nation.

Washington. The "Post" said that Soviet recognition of the rebel regime of Indo-China was an act of aggression against France.

It advised the Western powers to delay economic and military aid to Bao Dai's Government until it is seen whether Russia will succeed in persuading the Chinese Communists to intervene.—Associated Press and United Press.

JET EXPERT'S RESIGNATION

Preston, February 9.

One of Britain's top aircraft designers—Mr. W.E.W. Petter, the man who designed the country's first jet bomber—disclosed today that he has given up his job.

Publication of new appointments by the English Electric Company gave the first clue that the 42-year-old designer had left. Mr. Petter confirmed the resignation but refused to explain it.

Mr. Petter indicated that he has made no future plans except for a short holiday, but said that he will not leave the aircraft industry. Before joining the company for whom he designed the Canberra jet bomber—in 1944, Mr. Petter was technical director of Westland Aircraft Limited, for whom he designed the Lysander Army co-operation plane and the Whirlwind and Welkin fighters.—Reuters.

UK IN MARKET FOR DRIED EGGS

Washington, February 9. Senator Albert Duncan Thomas (Democrat, Utah) said today that Britain wants to buy about 20,000,000 pounds of the 75,000,000 pounds of dried eggs which the American Government plans to give away for welfare purposes in the United States only.

Mr. Thomas made public a letter from the Economic Co-operation Administration saying that Britain is willing to spend about US\$3,000,000 for eggs but had been unable to reach an agreement on the price with United States officials.

The eggs were purchased by the American Government under the price support programme.—Associated Press.

FOR SPREADING
on bread, toast, biscuits and sandwiches, Blue Band makes them delicious, sustaining and nourishing.

FOR CAKES & PASTRIES

Blue Band makes them light, increases flavour, taste and goodness and is absolutely pure.

BLUE BAND ALWAYS

BLUE BAND MARGARINE

JUST ARRIVED!!!

Latest styles of Ladies' BALLERINA

SHOES FROM U.S.A.

Visit Rata

SHOE CO., LTD.,
36A, Queen's Road, Central, 1st Floor
(Entrance from D'Aguilar Street)
or
CHOU HUNG CO. Peking Rd., Kowloon

ILFORD Products

lead in every phase of photography

The whole photographic process from exposure to enlargement is served by ILFORD products, designed, developed and manufactured by experts to give the maximum ease of handling, reliability in use, and excellence in the finished result.

ILFORD LIMITED · ILFORD · LONDON

ILFORD

SUPPLIES ARE AVAILABLE AT ALL LEADING STORES, BUT IN CASE OF DIFFICULTY

See the Syndicate

SOLE AGENTS FOR HONG KONG & CHINA
THE PEKIN SYNDICATE LTD.
18, Collyer Quay

HOLLYWOOD BEAUTY PARLOUR
The House of
BEAUTY, COMFORT
AND STYLE
for
Ladies & Gentlemen.

Our well trained personnel
always at your service.
Tel. No. 59249.
10, Cameron Road, Kowloon.

**D. & P.
READY IN 4 HOURS**



AIR CONDITIONED
Fine Grain Developing Printing
and Enlarging for your film.
QUEEN'S ROAD, C. TEL. 57184
OPPOSITE QUEEN'S THEATRE

Introducing—
D. & W. ENLARGEMENTS
made from your
COLOR TRANSPARENCIES



SALON PHOTO LABS.
Pelpling Road, Causeway Bay

**JUST ARRIVED
REVERSIBLE
DRUGGETS**

FOR BEDROOMS &
HALLWAYS.

**CARPET
INDUSTRIES**

63 AUSTIN ROAD
KOWLOON

UNION HOUSE

221-223, Nathan Road, Kowloon
Telephone: 56528

Situated at convenient
and residential centre.

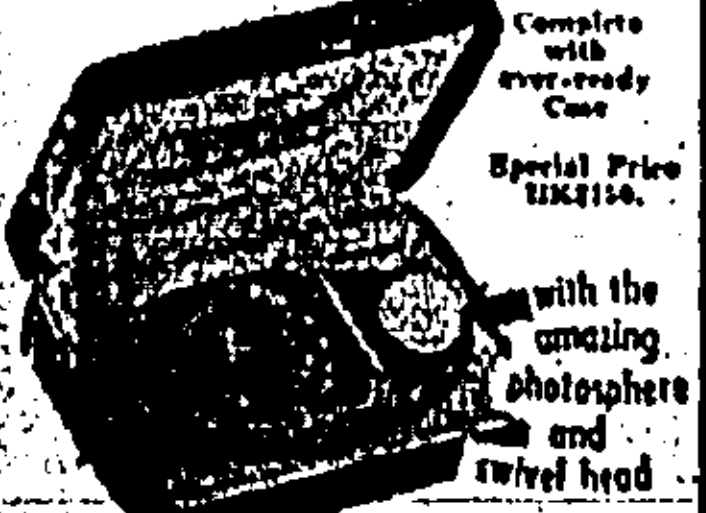
Modern Equipment and
Excellent Service.

Comfortable and pleasant
surroundings.

Please call or phone for
reservations.

The NORWOOD Director

Complete
with
Special Price
\$1,495.



CALL ON US
A DEMONSTRATION

TOFOTO & CO.

200, 202, 204, 206
12/11 Queen's Rd. C. Tel. 57114

LOW PRICE!

Calculators, Typewriters
Carbons & Ribbons

The World Typewriter Co.

Callington St. Tel. 28106

Opposite Police Station

**Newly Arrived:
ALLISON PIANOS**
WORLD FAMOUS for BEAUTY
OF TONE and ATTRACTIVE
DESIGN.

The Allison is rightly popular both
with the professional and amateur
pianist and equally in demand
for the home and concert platform.

INSPECTION
CORDIALLY
INVITED
AT

Agents:
KING'S MUSIC CO.
5, Chiu Lung Street, H.K.
Telephone: 30439.

RUGS

**TIENTSIN
WASHED RUGS**

**PEKING
ART RUGS**

Wholesale & Retail

PHILIP CHU

51, Hankow Road,
Kowloon



SONOTONE
Sole Distributors:
Ed. Lamb & Co.
Room 300, 520, 522 Bldg.
12, Queen's Road, C.
Tel. 37061.

RUGS

JUST RECEIVED

LARGE STOCK

OF

TIENTSIN CHEMICAL

WASHED RUGS

AT FACTORY PRICES

Inspection cordially
invited.

CLEANING & MENDING

GOOD YEAR RUG CO.

Room 208, 1st Floor,
6, Hankow Road, Kowloon.
Tel. 58962.

SERVICE TO OFFER

DENNIS & CO., LTD.

(White Ants Extermination Dept.)

Offers service in White Ants
Treatment. Just make a call on
the telephone and our Technician
will be at your service for Free
inspection.

TEL: 52019 & 52524.



A. WHITE & CO.

Photo Studio

SCIENTIST WARNS:-

NO DEFENCE AGAINST THE HYDROGEN BOMB

Washington, February 9.

One of America's leading scientists told a Senate Committee today that there is not any complete defence against atomic or hydrogen bombs.

Dr. Vannevar Bush, who had a key part in the design and development of the weapons and defence used in World War II, testified for more than an hour at a closed-door session of the Senate Armed Services Committee.

His statement was relayed to reporters by Mr. Millard Tydings, Democratic Senator.

According to Mr. Tydings, Dr. Bush urged more research and development.

The scientist stressed that the whole field of scientific development is moving ahead with greater momentum than ever and that the United States must keep abreast of developments.

Afterwards, in an interview with reporters, Dr. Bush said, "There is no defence against the atom bomb any more than there is any defence against any bomb. You either have to defend against its manufacture, shoot down the aircraft carrying it or stop the plane from dropping it."

Dr. Bush disagreed with a statement yesterday by Dr. Harold Urey, noted nuclear physicist, that atomic secrets could not be kept, pointing to the magnificent job in keeping the atom bomb project secret during the last war.

Many secrets

"It can be done even in peacetime," Dr. Bush added.

"There are many developments which the Press and public know nothing about," Dr. Bush admitted that he had discussed the hydrogen bomb in some detail with Congressional committees three years ago.

Defending American security, he said that among 30,000 people connected with the Office of Scientific Research and Development during the war there had not been a single case of disclosure.

Senator John Bricker told reporters that three years ago Dr. Bush gave the Joint Congressional Atomic Committee as much information about the hydrogen bomb as had been made public thus far.

The hydrogen bomb came under discussion at the Senate Foreign Relations sub-committee hearing on ratification of the United Nations treaty which would make genocide an international crime.

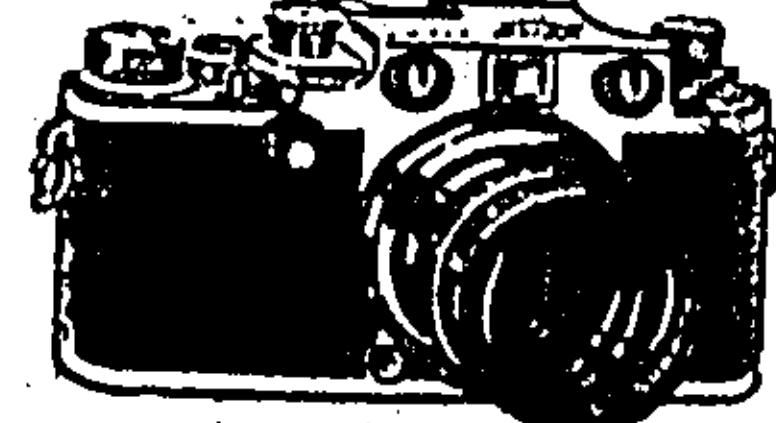
James P. Finck, associate Secretary of the National Council for Prevention of War, said the H-Bomb cannot be exploded except genetically and its manufacture would be a crime under the proposed treaty.

Harwell talks
Senator Brian McMahon, chairman of the Joint Atomic Committee, said he did not see any genetic in the super-bomb.

Senator Glen Taylor said he had it on good authority that bacteriological warfare could be a greater killer than the hydrogen bomb. The United States should help to organize a world government to head off the possible extinction of mankind.

Dr. Bush was called before the Armed Services Committee to brief Senators for a meeting they plan to hold later with members of the Joint Chiefs of Staff, who are on the way back from Japan.

Meanwhile, barbed wire prison walls and 60 miles today separated men who may hold the key to future atomic co-operation between Britain and the United States.



**LEICA CAMERAS
AND ACCESSORIES**

with stepped-up postwar production, are now reaching the market in increasing quantity.

Meet the Leica now at your nearest franchised dealer.

RODO HOUSE

240, Tai Po Road, Kowloon.
Telephone No. 50876

Cable Address "RODOHOUSE"

We wish to advise our patrons that we have now been open for four months and that as from 25th February, 1950, our rates for rooms will be reduced, starting from fourteen dollars per day.

We can assure all our patrons, however, that the same standard of willing service, courtesy, and cleanliness will be maintained and the house members which we have tried to build up, will be continued.

We would like to thank all our patrons for their support.

Y. H. Chan, (Manager).

(At Junction Tai Po Road and Causeway Road, Kowloon, between Shing Shing and 11.)

Experts from Canada, America and Britain, guarded by extra War Department police, opened four-day talks on security at the atomic research station at Harwell, in Berkshire, while at Brixton Prison in London Dr. Klaus Fuchs awaited trial tomorrow on charges of giving away atomic secrets.

The Fuchs case is not on the agenda of the three-Power meeting but its repercussions are almost certain to be discussed unofficially at least.

U.S. clamour

At talks no secret that memo pads and blotting paper used are being burned daily, the experts are deciding how many—if any—new details of the atom can be released for general publication.

Little has been published in Britain this week about Dr. Fuchs, one of Harwell's leading scientific officers, because British newspapers by law and tradition refrain from comment on a case awaiting trial since it might prejudice the case.

Usually reliable diplomatic sources said today that the United States had not approached Britain for the extradition of Dr. Fuchs so that he can be tried there, but they expect that the request will be made sooner or later.

American clamour over the Fuchs case, said today that the United States might decide it is unsafe to share atom and hydrogen bomb secrets with anyone else in the future, have worried scientists and Government Ministers in London.

But the view seems to be taken that no matter what revelations are made in the trial, co-operation will continue. One forecast is that foreign scientists in the United States, Canada and Britain will be more rigidly screened or even entirely barred from atomic work.

Scientists can't go home.
Five hundred scientists brought to the United States from Germany after the end of the war in Europe know so many of America's top military secrets that "we cannot afford to send them home," a high Government official said. In New York.

His statement was reported in a Washington despatch to the Scripps-Howard newspaper chain.

These aliens, the official added, could "write their own ticket" with the Russians. Many do not want to go. The majority are violently anti-Communist. Of 93 sent back so far, fewer than 10 per cent were returned for security reasons, the despatch said.

"Some want to go home, however, their families are there and they have no desire to become permanent residents in the United States. Under their contracts they are entitled to return, but a defence official said, "We simply cannot let them."

They have worked from two to five years on jets, rockets, aerodynamics and Communism. Many know more than most of our own admirals and generals," the despatch continued.

"It is pointed out, 'The Russians know how to make people talk whether they want to or not.'—Reuter.

Three weeks ago the Sovietists demanded that the Nationalist China representatives to the Commission be unseated. They said they would attend no further meetings until this was done. The Commission has taken no

action on the Russian demand, but continues to hold its regular Thursday sessions at which policy directives for Japan are considered.—Associated Press.

Major findings of the Commission in its 122-page report:

1. The disturbances were a planned rebellion against the Kabaka "king" of the native province of Buganda, bordering Lake Victoria (of the total native population of 4,000,000, more than 1,000,000 belong to the Buganda).

2. In suppressing the disturbances the Protectorate police force and troops used no more force than was necessary and their behaviour was admirable.

The Commission gave this background to the disturbances:

A throng of 4,000 native Africans assembled on April 25 outside the residence of the Kabaka. They sought election of chiefs, increase in the number of representatives in the Lukiko (Parliament), resignation of the Government of Buganda, permission to gin their own cotton

and the right to sell their own agricultural produce direct.

Mob incited
The Kabaka rejected all demands but promised to confer with his advisers about the cotton ginning and produce sales demands.

On April 26 the crowd re-assembled and, said the inquiry report, looting and incendiarism broke out after the native Africans were addressed by mob leaders.

The report said that Seario Semakula—Mulumba, whose claims to represent the Bataka (the customary clan leaders in Buganda) have been used to gain influence and financial support in Uganda, is more than any other individual responsible for the disturbances.

The Uganda territories, comprising 94,000 square miles, came under British influence in 1890. A portion of them, for a time, was administered by the Imperial British East Africa Company. In 1894 the Protectorate was declared.—Associated Press.

Underground life forecast

Washington, February 9.

The United States Government today forecast a possible atomic future of underground factories and Americans keeping a wary eye on the nearest bomb shelter.

The National Security Resources Board, in a 40-page report on the probable effects of an atomic attack on the United States, made detailed recommendations on what might be done to minimise the effects.

The general opinion was based entirely on what the original atomic bombs had done to Japan. The hydrogen bomb was not considered. The report said that there would be virtually complete destruction within a radius of about half a mile from the point of explosion.

The experts suggested that new industrial plants should be dispersed and placed underground where possible. Old mines were recommended as good sites.—Reuter.

BOYCOTT OF FEC BY RUSSIA

Washington, February 9.

Russia continued its boycott of the Far Eastern Commission today.

Three weeks ago the Sovietists demanded that the Nationalist China representatives to the Commission be unseated. They said they would attend no further meetings until this was done. The Commission has taken no

action on the Russian demand, but continues to hold its regular Thursday sessions at which policy directives for Japan are considered.—Associated Press.

Trouble in Uganda was a rebellion

London, February 10.

Widespread native disturbances in the British African Protectorate of Uganda were planned rebellions, a Government commission of inquiry reported today.

Seven Africans and one soldier were killed during the rioting and disorder which, the Commission reported, got out of hand last April 26 and was not brought under control until three days later.

Major findings of the Commission in its 122-page report:

1. The disturbances were a planned rebellion against the Kabaka "king" of the native province of Buganda, bordering Lake Victoria (of the total native population of 4,000,000, more than 1,000,000 belong to the Buganda).

2. In suppressing the disturbances the Protectorate police force and troops used no more force than was necessary and their behaviour was admirable.

The Commission gave this background to the disturbances:

A throng of 4,000 native Africans assembled on April 25 outside the residence of the Kabaka. They sought election of chiefs, increase in the number of representatives in the Lukiko (Parliament), resignation of the Government of Buganda, permission to gin their own cotton

and the right to sell their own agricultural produce direct.

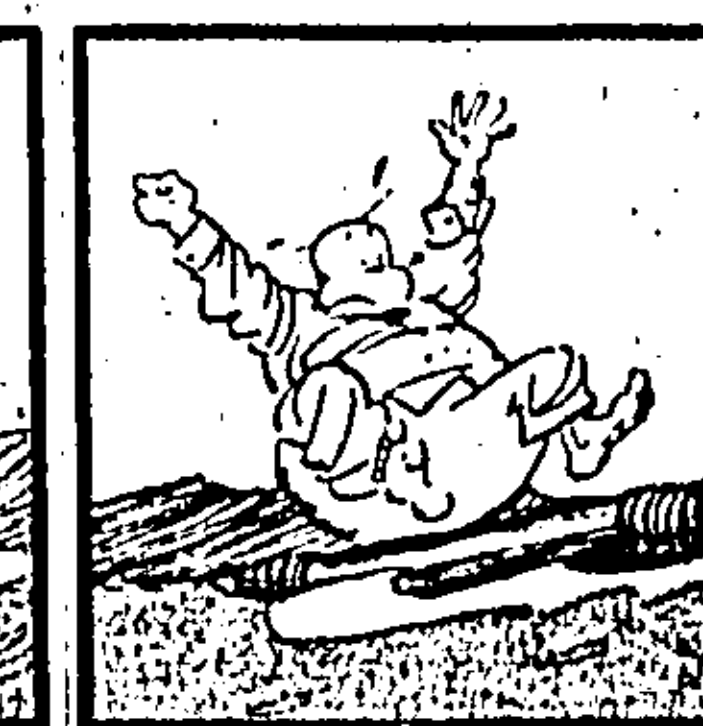
Mob incited
The Kabaka rejected all demands but promised to confer with his advisers about the cotton ginning and produce sales demands.

On April 26 the crowd re-assembled and, said the inquiry report, looting and incendiarism broke out after the native Africans were addressed by mob leaders.

The report said that Seario Semakula—Mulumba, whose claims to represent the Bataka (the customary clan leaders in Buganda) have been used to gain influence and financial support in Uganda, is more than any other individual responsible for the disturbances.

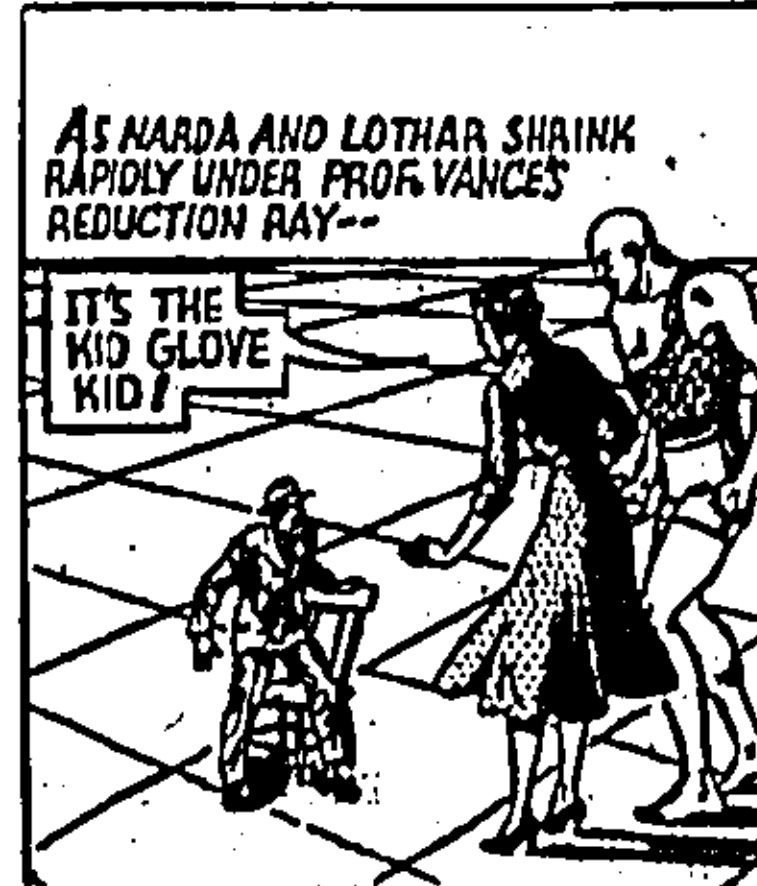
The Uganda territories, comprising 94,000 square miles, came under British influence in 1890. A portion of them, for a time, was administered by the Imperial British East Africa Company. In 1894 the Protectorate was declared.—Associated Press.

POP



MANDRAKE THE MAGICIAN

By Lee Falk and Phil Davis



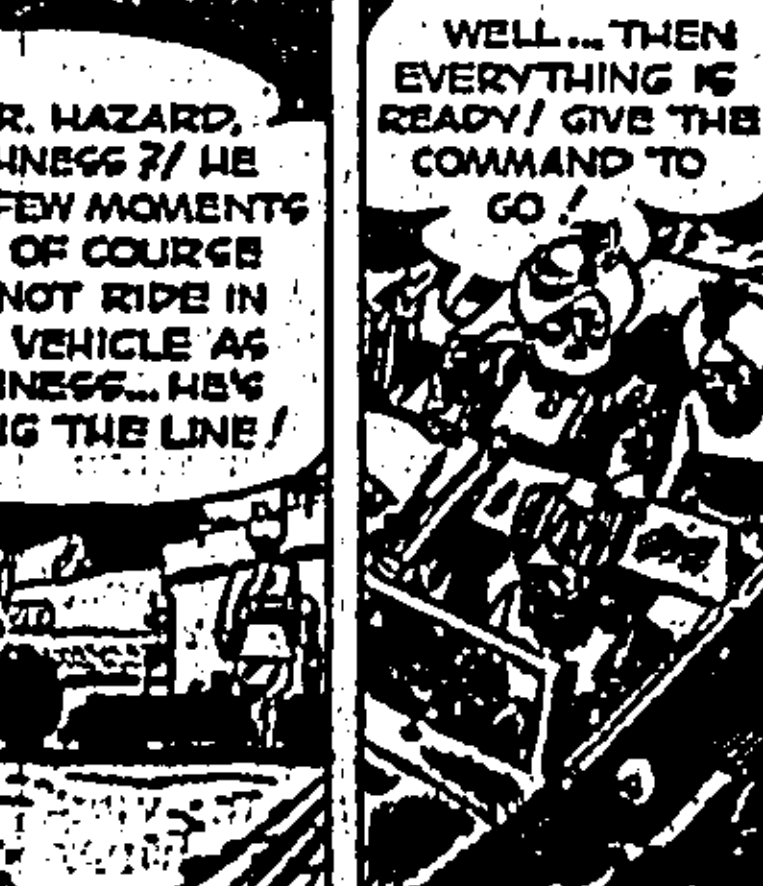
RIP KIRBY

By ALEX RAYMOND



JOHNNY HAZARD

By FRANK ROBBINS



JANE



ROYAL HOLLAND EAST ASIA LINE

SINGAPORE, JAVA PORTS and MACASSAR

ARRIVALS SAILINGS

"TJIBADAK"
 "TJIBADANE"
 "TJITJALENGKA"
 "VAN HEUTSZ"

17th Feb.
 In port
 6th Mar.
 10th Mar.
 21st Feb.
 9th Mar.
 21st Mar.

* Only to Singapore,
 Penang & Belawan Dell.

MANILA, EAST & SOUTH AFRICA & SOUTH AMERICA

"RUYS"
 "TJIPONDOK"
 "STRAAT MALAKKA"
 "BOISSEVAIN"

13th Feb.
 15th Feb.
 17th Mar.
 23rd Feb.
 15th Feb.
 3rd Apr.

JAPAN

"RUYS"
 "TJIPONDOK"
 "STRAAT MALAKKA"
 "BOISSEVAIN"

21st Feb.
 14th Feb.
 15th Feb.
 1st Apr.
 19th Mar.

Agents: HOLLAND—EAST ASIA LINE

EUROPE via MANILA and MALAYA

ARRIVALS SAILINGS

"LANGLESCOT"
 "HEEMSKERK"

13th Feb.
 late Feb.

Through B/L issued to
 Mediterranean and Northern
 European ports.

JAPAN

"LANGLESCOT"
 "HEEMSKERK"

13th Feb.
 Late Feb.

KING'S BUILDING, TELEPHONES: 28015 TO 28017

CHINESE ADDRESS: 10, CONNAUGHT ROAD, C. TEL. 309, 201

AMERICAN PIONEER LINE

to and from
Atlantic Coast Ports of
the United States
and Far Eastern Ports

NEW FAST CARGO SHIPS

ARRIVALS FROM ATLANTIC

"AMERICAN REPORTER"	Feb. 27
"PIONEER LAKE"	Mar. 12
"PIONEER WAVE"	Mar. 26

SAILING TO MANILA

"AMERICAN REPORTER" (Panama, Yokohama)	Feb. 28
"PIONEER LAKE" (Keelung, Fusan)	Mar. 13
"PIONEER WAVE"	Mar. 27

SAILINGS TO NEW YORK, BOSTON, BALTIMORE, PHILADELPHIA via JAPAN & PANAMA CANAL

"PIONEER DALE"	Art. Feb. 20	Feb. 22
"AMERICAN REPORTER"	Mar. 25	Mar. 27
"PIONEER LAKE"	Apr. 8	Apr. 8

For rates, special information call

UNITED STATES LINES

Queen's Bldg. COMPANY Tel. 28196

The above time-tables are subject to change without notice and are subject to change without notice. For further information see schedule at the Company's Office.

STATES MARINE LINES

FAR EAST SERVICE

FROM U.S.A. PORTS

S.S. "F. J. LUCKENBACH"

Due 17th February

Agents

GOURLIE & CO., (H.K.) LTD.

Union Building Telephone: 20321 & 31341

DE LA RAMA LINES

S.S. "DONA AURORA" due 14th Mar.

S.S. "DONA NATI" due 25th Mar.

Arriving via Manila from
U.S. ATLANTIC & PACIFIC COAST PORTS

BUTTERFIELD & SWIRE

Agents
1, Connaught Road, C. Tel. 30331

FINANCE AND COMMERCE

ADENAUER'S FIGHT ON UNEMPLOYMENT

Hong Kong Stock Exchange

This week has witnessed a " rapprochement " between Labour and capital and as a consequence an improvement in confidence has set in on the Exchange. The turnover has been on moderate lines and quotations, in the main, have marked a small though steady appreciation throughout the week.

The following dividends have been announced:—H.K. and Shanghai Hotels, dividend \$1 and bonus 25 cents both free of tax. Humphreys Estates dividend of \$1 free of tax.

H.K. GOVT. LOANS
4½% Loan (1954 & 1960) 100%
3½% Loan (1944) 100%
BANKS
H.K. & S. Bank 102½, 101½, (Low. Rec.) 43%
Chartered Bank 410 7/16
Mitsubishi Bank A. & B. 42½
Bank of East Asia N.D. 100%
INSURANCE
Canton Ins. 31½
Union Ins. 62½, 61½
China Underwriters 5½
H.K. Fire Ins. 21½

SHIPPING
Dunlop 200%
H.K. & S. Steamships 11½
Indo China (Prof.) 80½
(Div.) 200%
Shanghai Steamship 21½
Asia Nav. 1½
DOCKS, WHARVES, GODOWNS, ETC.
H.K. & S. Wharves 107½, 107%
North Point Wharves 47½
Shanghai Hongkong Wharves 16%
H.K. Docks 18½, 19½
China Dock 11½, 12½, 11½
Shanghai Dock 7½
Wharves 29, 29½

MINING
H.K. Mines 5½
LANDS, HOTELS & BLDGS.
H.K. & S. Hotels 11½, 11½, 11½
H.K. Lands 48½
Shanghai Lands 21½
Humphreys 10½
H.K. Real Estate 2½
Chinese Estates 15½

PUBLIC UTILITIES
H.K. Tramways 15½, 16%
Peak Power (Old) 18%
(New) 9½
C. Light (Old) 32½, 32%
(New) 5%
H.K. Electric 25½, 26, 27½
Macao Electric 23%
Shanghai Electric 18½
Telephone 17½, 17%
Shanghai Gas 1½

INDUSTRIALS
Calt. Merg. (Old) 24%
Calt. Merg. (New) 1½
Calt. Merg. 24½, 25½, 24½
H.K. Paper 15½
STOCKS, ETC.
Daily News 11½
Wong's 49½, 49½, 50%
L. Crawford 18½
Dunlop 200%
China Emporium 100, 100%
Sun Co. Ltd. 2½
Kwong Sang Hong 100, 100%
Wing On (H.K.) 6½
Wing On (H.K.) 6½
Wing On (H.K.) 6½

MISCELLANEOUS
China Entertainment 16½
H.K. Construction (Old) 240%
(New) 13½
Vibro Pumps 18%
Mannan Investments 8½
Mannan (H.K.) 30%
Shanghai Loan 130%
Yantai 4½
COTTONS
Ewer 6½

NOTICE TO CONSIGNEES
S.S. "FLYING INDEPENDENT"
Damaged cargo ex this vessel will be surveyed by Messrs. Anderson & Ashe at the Hong Kong & Kowloon Wharf & Godown Co., Ltd. and The Standard Vacuum Oil Co. of N.Y. Open Yards Lanchow from 10 a.m. on February 10 and 11, 1950. Consignees are requested to have their representatives present during the survey.

A. P. PATTISON & CO.,
General Agents.
Hong Kong, February 9, 1950.

BUTTERFIELD & SWIRE,
Agents.
Hong Kong, February 11, 1950.

Pacific Far East Line, Inc.

Fast Regular Trans-Pacific Service

Ship	From	Arrive	Call	Ship	From	Arrive	Call
"NEW WORLD VICTORY"	San Francisco	Feb. 11	Feb. 12	"NEW WORLD VICTORY"	San Francisco	Feb. 11	Feb. 12
"GREAT REPUBLIC"	San Francisco	Feb. 12	Feb. 13	"GREAT REPUBLIC"	San Francisco	Feb. 12	Feb. 13
"JULIA LUCKENBACH"	San Francisco	Feb. 13	Feb. 14	"JULIA LUCKENBACH"	San Francisco	Feb. 13	Feb. 14
"SERA SERPENT"	San Francisco	Feb. 14	Feb. 15	"SERA SERPENT"	San Francisco	Feb. 14	Feb. 15
"CHINA BEAR"	San Francisco	Mar. 11	Mar. 12	"CHINA BEAR"	San Francisco	Mar. 11	Mar. 12

For full particulars call General Agents: UNITED STATES LINES CO., Queen's Bldg. Tel. 28196

Bonn, February 9.
Dr. Konrad Adenauer, the West German Federal Chancellor, said today that his Government would prevent rising unemployment by pumping into the West German economy more than 900 million Marks apart from the 2,500 million Marks of the Government housing programme.

Speaking in the Bundestag debate on unemployment, Dr. Adenauer expressed the hope that by those sums, together with those available during 1950 out of the Marshall Plan counter-part fund, unemployment would be considerably reduced.

It was not clear from his wording whether the counter-part fund would be additional to the other sums mentioned. Earlier, Professor Eric Noetting, Social Democratic Minister of Economics of North Rhine Westphalia, had declared that unemployment in making the young generation ripe for Bolshevism or Nationalism.

He called it particularly alarming that one-quarter of the present almost 2,000,000 West German unemployed are young people between 18 and 25 years of age.

The debate was invoked by the Social Democratic Union demanding that the Government should present a comprehensive programme with the aim of full employment.

Dr. Adenauer claimed that Germany, since her transition to a free economy, had witnessed an economic improvement unexampled in economic history.

During the last 15 months 470,000 returned prisoners of war, 600,000 expelled from East of the Oder and the Neisse, and an estimated 400,000 refugees from the Eastern Zone, had entered Western Germany, Dr. Adenauer recalled.

Principal cause
In this structural factor was the principal cause of unemployment with seasonal factors second.

The Chancellor added that legislation would be prepared immediately to lift all the present restrictions on personal movement, introduced because of the housing shortage, since they prevented refugees from seeking employment in the most needed areas, he said.

Professor Ludwig Erhard, the Economics Minister, replied to his opposite number, Professor Noetting, amid constant interruptions. He emphasised the need for more capital and the need for greater savings and defended the principle of free economy, which had already produced a great rise in production, a falling cost of living and greater prosperity all round.

He said the devaluation of the Mark, which had followed the last autumn, had passed off with all effects on Germany's economy.—Reuter.

Money Market
US dollars dropped to HK\$6.40 at the close of the market yesterday. The opening rate was \$6.49½.

IT, from HK\$6.02, dropped to \$6.04.
Sterling was unchanged at HK\$18.35.
Australian pounds opened at HK\$12.20 and closed at \$12.25.
Plaster remained nominal at HK\$12.65 a 100.
Cables at HK\$22.50 a 100, and NEA Guilders at HK\$22.90 a 100, were unchanged.

NOTICE TO CONSIGNEES
M/V "PROMETHEUS"
Damaged cargo ex this vessel will be surveyed at Holt's Wharf between 10 a.m. and noon on February 11 and 13, 1950, and consignees are requested to have their representatives present during the survey.

BUTTERFIELD & SWIRE,
Agents.
Hong Kong, February 11, 1950.

New York Stock Exchange

New York, February 9.
A steady buying drive pushed stock prices up over a broad front today. Gains running to a point or more appeared in most major groups, lifting many stocks to new 1949-50 highs.

Trading never reached the run-away stage but a continual flow of orders raised the volume to 1,810,000 shares for the full session.

Buying interest first appeared in the radio, television and aircraft divisions. Later demand spilled over into rails, steels, chemicals and non-ferrous metals.

Television stocks were strong favorites earlier this year until profit-taking developed recently. Dow Jones averages: Stocks, 737.70; Industrials 203.80; 15 Ralls 55.31; 10 Utilities 42.53.

Closing quotations:
Alaska Juneau 3½
American Can 11½
" Smelting 55½
" Telephone 149½
" Tobacco 73½
" Waterworks 9½
Anconda Copper 29½
Aviation Corp. 6½
Baldwin Locomotive 12½
Barnsdall 50
Bendix Aviation 39½
Bethlehem Steel 33½
Boeing Aircraft 27½
Borden Co. 50½
Canadian Pacific 10½
J. I. Case 40
Chrysler 65½
Colgate 45
Commercial Solvents 10½
Coca-Cola 71½
Du Pont 63½
Eastman Kodak 47½
General Electric 44½
" Motors 77½
Goodrich 80½
Goodyear 48½
Homestead Mining 40½
International Harvester 28½
" Paper 37½
" Tel. Tel. 12½

Johns Manville 45½
Kennecott Copper 54
Montgomery Ward 58
National Distillers 22½
" Lead 37½
New York Central 12½
Packard Motors 4½
Pan American Airways 9½
Pennsylvania RR 17½
Radio Corp. 14½
Remington Rand 13
Republic Steel 20½
Reynolds Tobacco 39½
Schenley 32½
Sears Roebuck 41 ½
Shell Oil 36
Socoy Vacuum 10½
Southern Pacific 22½
Standard Brands 22½
" Oil of Calif. 63½
" Oil of N. J. 67½

Studebaker 28½
Union Bag 28½
" Carbide 44
US Rubber 43½
" Steel 30
" Lines 18
Westinghouse 32½
Youngstown Sheet & Tube 80½
Gen. Pub. Utilities 17
Corporate bonds moved narrowly. U.S. Governments showed a tendency to slip in over-the-counter trading, but most losses were confined to 1/32 of a point.—Associated Press.

MAERSK LINE
NOTICE TO CONSIGNEES
The M/V "GRETE MAERSK" having arrived from New York and Ports of call, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk and expense into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the goods are landed.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after February 10, 1950, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on February 10, 1950, at 10 a.m. by our Surveyors Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before March 31, 1950, or they will not be recognised.

No insurance will be effected.

JEBBEN & CO.,
Hong Kong, February 9, 1950.

AMERICAN PRESIDENT LINES

The Global Line

TO HONOLULU & SAN FRANCISCO via JAPAN

"President Cleveland"	Arr. Feb. 25	Sails Feb. 26
"President Wilson"	Arr. Mar. 10	Sails Mar. 11
"General Gordon"	Arr. Mar. 17	Sails Mar. 18

TO SAN FRANCISCO & LOS ANGELES via JAPAN

"President McKinley"	Arr. Feb. 14	Sails Feb. 15
"President Taft"	Arr. Feb. 20	Sails Feb. 21

TO NEW YORK, BALTIMORE & BOSTON via PACIFIC COAST & PANAMA

"President Grant"	Arr. Feb. 14	Sails Feb. 15
"Marino Snapper"	Arr. Mar. 19	Sails Mar. 20

ROUND THE WORLD

VIA MANILA, SINGAPORE, COLOMBO, KARACHI, SUEZ, PORT SAID, ALEXANDRIA, NAPLES, MARSEILLES, GENOA, NEW YORK and BOSTON

"President Polk"	Arr. Feb. 20	Sails Feb. 22
"Mount Davis"	Arr. Mar. 5	Sails Mar. 7

TO JAVA & STRAITS

"Marino Snapper"	In Port	Sails Feb. 11
------------------	---------	---------------

Tel. 28172/3

BEND LINE

ARRIVALS

SHIP	FROM	DUE
"BENALDER"	U.K. via Singapore	13th Feb.
"BENHOR"		16th Feb.
"BENAVON"		on or abt. 26th Feb.
"BENALANACH"		28th Feb.
"BENAVUE"		28th Mar.
"BENVANNOCK"		12th Mar.
"BENLAVER"		27th Mar.
"BENLEI"		7th Apr.
"BENNAOW"		12th Apr.

SAILINGS

SHIP	TO	LOADING ON OR ABT.
"BENALDER"	London, Antwerp, Rotterdam, Hamburg & Hull	16th Feb.
"BENNAOW"		16th Apr.
"BENHOR"	Genoa, Avonmouth, London, Rotterdam, Hamburg & Hull	18th Feb.
"BENVANNOCK"		24th Mar.
"BENAVON"	Liverpool, Glasgow, Dublin, Havre and Antwerp	28th Feb.
"BENLAVER"		30th Mar.

Via Malaya, Colombo, Aden, and Suez Canal.

* Accepts Cargo for Keelung and Japan.
† Accepts Cargo for Japan.
‡ Accepts Cargo for Port Sudan.
§ Accepts Cargo for Hull.

For Further Particulars, Apply To—
W. R. LOXLEY & CO. (CHINA) LTD.
Agents
York Building. Telephone: 34165.

THE EAST ASIATIC CO., LTD.

M.S. "MONGOLIA"

LOADING 11th FEBRUARY

for

ADEN, PORT SAID, HAIFA, GENOA, ANTWERP, ROTTERDAM, HAMBURG, OSLO, GOTHENBURG & COPENHAGEN

THE EAST ASIATIC CO., LTD.

Queen's Bldg., 2nd floor. Tel. 34111 & 34112

KLAVENESS LINE

SAILINGS

Direct to Los Angeles, in 16 days Thence San Francisco, Vancouver, Seattle & Portland

M.S. "FRANCISVILLE"	28th Feb.
M.S. "CASTLEVILLE"	30th Mar.

ARRIVALS FROM PACIFIC COAST

M.S. "CASTLEVILLE"	21st Feb.
M.S. "BOUGAINVILLE"	24th Mar.

Sailing to Singapore, Port Swettenham, Penang & Batavia

M.S. "CASTLEVILLE"	23rd Feb.
--------------------	-----------

Passenger Accommodation Bulk Oil Tanks
TO LOS ANGELES ONLY
Chinese Freight Agents Apply—
HOO POOK PINE
King's Building, Tel. 27782. THE BANK LINE (China) Ltd.

MESSAGERIES MARITIMES

ARRIVALS FROM

"PIGNEAU DE BRUAYNE" Haiphong 11th Feb.
 "YANG TSE" Europe 12th Feb.
 "CHAMPOLLION" Marseilles 17th Feb.

SAILINGS TO

PASSENGER/FREIGHT SERVICE
 "CHAMPOLLION" Marseilles via Manila 18th Feb.
 "LA MARSEILLAISE" 24th Feb.

FREIGHT SERVICE

"YANG TSE" N. Africa & Europe 13th Feb.
 "OYONNAX" 10th Mar.

FOR PORT SAID, TUNIS, MARSEILLES, ALGIERS, TANGIER, CASABLANCA, MAYER, DUNKIRK, ANTWERP & ROTTERDAM

For Passage and Freight Apply to:—
CIE DES MESSAGERIES MARITIMES
 Queen's Building Tel. 26651 (three lines)

WATERMAN STEAMSHIP CORPORATION

MOBILE, ALA., U.S.A.
 WATERMAN LINE EXPRESS FREIGHT SERVICE

FROM U.S. ATLANTIC COAST via JAPAN

S.S. "JEAN LAFITTE" Due about 16th Feb. 1950.
 S.S. "GATEWAY CITY" Due about 8th Mar. 1950.

Direct for New York, Baltimore & Philadelphia via Japan, Honolulu

For freight and further particulars apply:—

WALLEM & CO., LTD.
 AGENTS.
 Hongkong & Shanghai Bank Bldg. Tels. 34177-9.

IVARAN LINES

FAR EAST SERVICE
 FROM U.S. ATLANTIC COAST PORTS

m.v. "BORGHOLT" Due about 11th Feb. 1950.
 m.v. "LISHOLT" 8th Mar. 1950.

SAILING FOR TAKU BAR & PHILIPPINES
 m.v. "BORGHOLT" sails about 12th Feb. 1950.
 m.v. "LISHOLT" 9th Mar. 1950.

DIRECT FOR U.S. ATLANTIC COAST VIA PANAMA IN 35 DAYS
 m.v. "BORGHOLT" sails about 14th Mar. 1950.
 m.v. "LISHOLT" 2nd Apr. 1950.

For freight and further particulars apply:—

WALLEM & CO., LTD.
 Agents.
 Hongkong & Shanghai Bank Bldg. Tels. 34177-9.

THE PACIFIC ORIENT EXPRESS LINE

From U.S. Pacific Coast

M.V. "MANGARELLA" Due about 9th Mar. 1950.
 M.V. "VESTEROY" Due about 23rd Mar. 1950.

LOADING FOR FUSAN.
 For particulars please apply to:—

WALLEM & CO., LTD.
 Agents.
 Hongkong & Shanghai Bank Bldg. Tels. 34177-9.

MAERSK LINE

FAST FORTNIGHTLY SERVICE TO
 NEW YORK, PHILADELPHIA, BOSTON, BALTIMORE, VIA
 SAN FRANCISCO, LOS ANGELES AND PANAMA

NEXT SAILINGS

M.S. "SALLY MAERSK" Feb. 13
 M.S. "MARCHEL MAERSK" Feb. 26
 M.S. "GRETE MAERSK" Mar. 12

TANKS OF ALL SIZES AVAILABLE FOR BULK OIL

ARRIVALS FROM U.S.A.

M.S. "GRETE MAERSK" In Port
 M.S. "ANNA MAERSK" Feb. 19
 M.S. "VILGA MAERSK" Mar. 1

For Freight and Further Particulars please apply to:—

JEBSSEN & CO.
 Agents.
 Pedder Building Tel. 26651

AIR AND SHIPPING INTELLIGENCE

Shipping Arrivals

YESTERDAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

Shipping Departures

YESTERDAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

Vessels In Port

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

Vessels Due From SOUTH AFRICA

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

Sailings To AFRICA

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

Sailings To AUSTRALIA

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

Sailings To AMERICA

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

AIRCRAFT MOVEMENTS

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

ARRIVALS

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TODAY

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

TOMORROW

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

DEPARTURES

Devilish (New York) Norwegian 17th
 Jap. Hs. (Johannes) 18th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th
 Pacific Transport (Jardine) USA 17th

JARDINE, MATHESON & CO., LTD.

FREIGHT DEPARTMENT 18 Pedder St. Tel. 30311.
 PASSAGE DEPARTMENT 9/8 Chater Rd. Tel. 30311

INDO-CHINA S.N. CO., LTD.

SAILINGS TO

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

ARRIVALS FROM

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

Cargo accepted on through bills of lading for MADRAS via Singapore and for KODATU, DEBULTON, LABUAN, TAWAU, LAHAD-DATU & SEMPORNA via Sandakan.

AUSTRALIA CHINA LINE LTD.

SAILINGS TO

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

ARRIVALS FROM

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

Cargo accepted on through bills of lading for MADRAS via Singapore and for KODATU, DEBULTON, LABUAN, TAWAU, LAHAD-DATU & SEMPORNA via Sandakan.

GLEN LINE LTD.

SAILINGS TO U.K. AND CONTINENT VIA SUEZ

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

ARRIVALS FROM

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

Cargo accepted on through bills of lading for MADRAS via Singapore and for KODATU, DEBULTON, LABUAN, TAWAU, LAHAD-DATU & SEMPORNA via Sandakan.

PRINCE LINE LTD.

SAILINGS TO U.K. AND CONTINENT VIA SUEZ

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

ARRIVALS FROM

WINGBANG 11th Feb.
 WOSANG 13th Feb.
 HANGBANG 15th Feb.
 CHUNBANG 17th Feb.
 TAKBANG 19th Feb.

Cargo accepted on through bills of lading for MADRAS via Singapore and for KODATU, DEBULTON, LABUAN, TAWAU, LAHAD-DATU & SEMPORNA via Sandakan.

POST OFFICE

MAIL DELAYED

The inward mail from United Kingdom, scheduled to arrive on Friday, February 10, has been delayed and is now expected to arrive on Saturday, February 11, 1950.

Outward Mails

Commencing from Monday, January 23, 1950, mail for Shanghai will be forwarded via Canton. The mail will close at GPO, Hong Kong daily (except Sundays and Holidays) at 4 p.m.

The Public are reminded that only unregistered letters at senders risk can be accepted.

Unregistered letters only for Canton, Swatow, Amoy, Foochow, Shanghai, Tientsin and North China can be accepted at senders risk, and will be forwarded as opportunity offers.

Unless otherwise stated, Registered Articles and Parcel Post must be closed before 10 a.m. Registered and Parcel Post close at 5 p.m. on the previous day closed at Kowloon Central Post Office one hour earlier than the GPO closing times.

SATURDAY, FEBRUARY 11

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

MONDAY, FEBRUARY 12

Closing Times by Air:
 Air Mail for Manila and Sandakan, (Reg.) 10 a.m. (Ord.) 11 a.m.
 Air Mail for Hong Kong, (Reg.) 10 a.m. (Ord.) 11 a.m.
 Air Mail for Singapore, (Reg.) 10 a.m. (Ord.) 11 a.m.

TUESDAY, FEBRUARY 14

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

WEDNESDAY, FEBRUARY 15

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

THURSDAY, FEBRUARY 16

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

FRIDAY, FEBRUARY 17

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

SATURDAY, FEBRUARY 18

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

SUNDAY, FEBRUARY 19

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

MONDAY, FEBRUARY 20

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

TUESDAY, FEBRUARY 21

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

WEDNESDAY, FEBRUARY 22

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

THURSDAY, FEBRUARY 23

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

FRIDAY, FEBRUARY 24

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

SATURDAY, FEBRUARY 25

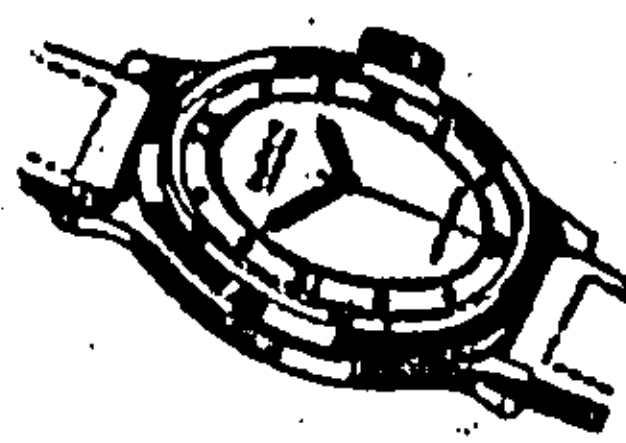
Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

SUNDAY, FEBRUARY 26

Closing Times by Air:
 Air Mail for Manila, (Reg.) 10 a.m. (Ord.) 5 p.m.
 Air Mail for Bangkok, (Reg.) 4 p.m. (Ord.) 5 p.m.
 Air Mail for Saigon and Paris, (Reg.) 5 p.m. 11/2, (Ord.) 10 a.m. 12/2.

MONDAY, FEBRUARY 27

Closing Times by Air:
 Air Mail for Manila, (Reg.) 1



BUREN

THE PERFECT
SWISS WATCH

CHINA MAIL

HONG KONG, SATURDAY, FEBRUARY 11, 1950.

Sports Pause



1st Extra Race Meeting:

Midnight Express tipped to win Taiwan Bay Handicap

(By "RAPIER")

The 1950 Annual Race Meeting having been brought to a successful conclusion, interest in racing under the auspices of the Hong Kong Jockey Club will be confined to Extra Race Meetings, the first of which will be staged at the Valley this afternoon.

Nine races were intended for this meeting, but owing to the large number of entries in the "Taiwan Bay Handicap", the Stewards decided to have the race split into three sections. The third section will be race No. 10 and run at 6.15 p.m. or as soon after as practicable. There will be no cash sweep on this race.

The First Sudding Bell will be rung at 1.30 p.m. with the first race starting at 2.00 p.m. sharp.

Followers of Mr. J. Pote-Hunt will be glad to learn that he will be in the saddle this afternoon, as he has fully recovered from the injury he received at the Paddock from a new Australian Subscription pony during morning training prior to the Annual Carnival.

Race No. 1—Gin Drinkers Bay Stakes (First Section): Six Furlongs.

The opening race is confined to Australian Subscription Ponies of 1950 whether they have started or not. Ponies that have won \$750 or more in stakes are barred.

Among the entries, I expect the winner to come from one of the following: Ironside (Mr. Noodt), Cleopatra (Mr. Tao), Goldfield (Mr. Renner), Kitty (Mr. Renner) and Eleanor (Mr. Wong Yan).

Ironside was included in the list of ponies which had originally been marked down as prospective winners. Why it has failed so far I cannot understand, but among this lot, I think it has a good chance of scoring a win here, but there is no doubt that it will meet with serious opposition.

Cleopatra, which suffered from leg trouble in the course of preparation for the Annual Race Meeting and was prevented from making an appearance, has now fully recovered. It will make its debut this afternoon and judging from its recent morning gallop when it completed the mile in 1.13.3 last quarter 29 seconds, should be well up at the finish.

Goldfield, Kitty and Eleanor are three other contenders which can be relied on to do well and should not be disregarded, as any one of them can cause an upset here.

Race No. 2—Hunghom Bay Handicap (First Section): From The Two Mile Post Once Round & In.

Our Newice Jockeys will have this race all to themselves and they will be given mounts on Class 5, Australian Ponies and I think the winner will come from one of the following: Jeep Hing (Mr. Maycock), Trade Wind (Mr. Auchenby), Penrice (Mr. Lai Kai Kien), Fiesta (Mr. Castro) and Chief Witness (Mr. Thomson).

In the Old Course Handicap (Second Section) over the mile on the third day of the Carnival, Jeep Hing with Mr. Holgate up was officially fourth. At this afternoon's event will be 171 yards more, I think Jeep Hing, which is very fit at the moment, should have a good chance of winning.

There is, of course, Trade Wind to be reckoned with. This pony is good over this distance and I expect to see it giving the above pony a good fight to the end.

Penrice and Fiesta are two fast improving ponies which are capable of giving the above-mentioned ponies a good fight.

As an outsider, Chief Witness is worth following as it will be carrying 135 lbs.

Race No. 3—Mira Bay Stakes: Six Furlongs.

This is another sprint race for Australian Subscription Ponies of 1950. Winners and Ponies that have won less than \$750 in stakes are barred. Weight: 140 lb. Winners of \$1,000, 5 lb. and of \$1,500 or more, 10 lb. penalty.

Judging from its second placing behind Hopper in the Consolation Stakes (First Section) over the mile on the Fifth day of the Carnival, Gladious (Mr. Renner), should come in first in this crowd.

Good Luck (Mr. Shieh) is the next best bet, but I must also be borne in mind that Thunderbolt (Mr. Pote-Hunt), is a fast improving animal and if it can take the lead there will be no catching it.

For big money I recommend wonderful "Coh", Mr. Peter Young.

Race No. 4—Taiwan Bay Handicap (First Section): Six Furlongs.

This race will be contested by Australian Ponies Class 5. Although Cooper, with Mr.

"Rapiers" selections for today

Race No. 1—Gin Drinkers Bay Stakes (First Section): Six Furlongs.

CLEOPATRA
IRONSIDE
GOLDFIELD
Outsider: Eleanor.

Race No. 2—Hunghom Bay Handicap (First Section): From The Two Mile Post Once Round & In.

TRADE WIND
FIESTA
JEEP HING
Outsider: Chief Witness.

Race No. 3—Mira Bay Stakes: Six Furlongs.

GLADIOLUS
GOOD LUCK
THUNDERBOLT
Outsider: Wonderful Coh.

Race No. 4—Taiwan Bay Handicap (First Section): Six Furlongs.

JORROCKS
COOGEE
ESTRELLITA
Outsider: National Glory.

Race No. 5—Hunghom Bay Handicap (Second Section): From The Two Mile Post Once Round & In.

THE TIGRESS
NERVOUS WITNESS
COLONIA
Outsider: Countess Delight.

Race No. 6—Gin Drinkers Bay Stakes (Second Section): Six Furlongs.

MY DARLING
FLAG DAY
DIAMOND QUEEN
Outsider: Bannie Eyes.

Race No. 7—Gin Drinkers Bay Stakes (Third Section): Six Furlongs.

NINETY NINE
ROBIN HOOD
ANNA
Outsider: Bannie Eyes.

Race No. 8—Hunghom Bay Handicap (Third Section): From The Two Mile Post Once Round & In.

CHELSEA
HONGKONG SUITZE
PRIORITY
Outsider: Ingrid.

Race No. 9—Taiwan Bay Handicap (Second Section): Six Furlongs.

MIDNIGHT EXPRESS
MABUHAY
TOPSAIL
Outsider: Ame. Clipper.

Race No. 10—Taiwan Bay Handicap (Third Section): Six Furlongs.

HAPPY BOY
SIDDER
SULPHUR
Outsider: Jeffire.

Race No. 9—Taiwan Bay Handicap (Second Section): Six Furlongs.

MABUHAY
TOPSAIL
Outsider: Ame. Clipper.

The second lot of Class 5 Australian ponies, with do battle in this race and I think the finish will be fought out between Midnight Express (Mr. Tao), Mabuhay (Mr. Noodt), Topsail (Mr. Maitland) and Ame. Clipper (Mr. Phi).

Midnight Express will be carrying top weight of 150 lbs. but this ought not to be too severe a handicap, as it will be remembered that the pony came in fourth in the Phœthon Handicap (First Section) over 1-1/4 miles at the Annual Meeting under a similar heavy impost.

Mabuhay ran very well with Mr. K. F. Chiu up to win the Encouragement Handicap over the two mile post at the Carnival, and Topsail's defeat by Mabuhay by half length in the above race is also fresh in the minds of punters.

Ame. Clipper caused such disappointment at the Annual Meeting that I am reluctant to suggest any possible chance of its winning. All the same for those prepared to take a risk, this pony may yet spring a surprise.

Race No. 10—Taiwan Bay Handicap (Third Section): Six Furlongs.

The last race of the day is another sprint affair for the Third Section of Australian ponies Class 8 and on their recent form, I believe that the winner will come from one of the following: Sidder (Mr. Noodt), Sulphur (Mr. Maitland), Jeffire (Mr. Holgate) and Pinkie (Mr. Kwok).

Sidder is probably a little better than the others in view of its third place in the Phœthon Handicap (Second Section) over the 1-1/4 miles at the Annual Race Meeting, but Happy Boy has been showing good form at morning gallops and may create a surprise.

Sulphur, which ran a good fourth in the above race, against Sidder, must be watched while Jeffire and Pinkie can also move fast and are not to be ignored.

26 (GURKHA) INFANTRY BDE. CUD RACE

The 26 (Gurkha) Infantry Bde. are holding a Cud Race at Hills Park, here tomorrow, at 4.30 p.m. The race will be played in the first three Tests.

The team is Lindsay Hassett, Arthur Morris, Jack Moroney, Ian Johnson, Keith Miller, Ron Saggars, Colin McCool, Ray Lindwall, Neil Harvey, Sam Loxton and Bill Johnston.

High standard of play in Badminton Championships

(By "ARGONAUT")

The 1948-1949 Colony Badminton Championships officially started last night at the Victoria Recreation Club when seven first round matches of various divisions were played off.

Although play was hampered by a wet and slippery court, a high standard of badminton was seen.

The two schoolboys' events attracted not a little attention. An early crowd gathered to accord them a warm welcome to this year's tournament.

In the certain-raiser of the evening, the Schoolboys' Singles event, Wong Kai-cheng of St. Joseph's put up a plucky fight against La Salle's Yue Kar-keo before going down, 15-4, 15-7. Yue's ability to hit harder and place the shuttle more accurately were the deciding factors. Wong appeared a little nervous in the first set. After warming up, he did very well in the second set.

The Schoolboys' Doubles saw a pair of perhaps the youngest combination ever seen in an Open tournament taking the court. Both barely four feet tall, Junior Castro and Robert Xavier, fought gallantly against superior odds, and although they did not win, their spiritedness in participating in the tournament deserves special mention.

In the feature game of the programme, the Senior Mixed Doubles, Patrick Wong and Helen Kwong of the Chinese YMCA defeated Shallanders' S. K. Howe and Mrs. Mary Chow after being extended to the third set.

With Helen Kwong serving beautifully and Patrick Wong scientifically placing and smashing the shuttle out of their opponents' reach, the Kwong-Wong combination easily annexed the first set with the loss of only three points. The Shallanders were seen at their best in the second set. Down 6-10 at one stage, they climbed to 8-10, and after a changeover of service piled six points in a row with some exquisite play.

Starting times at Fanling

The following are the starting times on the Old and New Courses at Fanling today and tomorrow:

TODAY—OLD COURSE

2.30 1st Div. Chubb
3.00 H.J.M. Cook—F. Mackay

TOMORROW—OLD COURSE

9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.45 H.W. Heath—J.B. Mackie
10.15 H.W. Heath—J.B. Mackie
10.45 H.W. Heath—J.B. Mackie
11.15 H.W. Heath—J.B. Mackie
11.45 H.W. Heath—J.B. Mackie
12.15 H.W. Heath—J.B. Mackie
12.45 H.W. Heath—J.B. Mackie
1.15 H.W. Heath—J.B. Mackie
1.45 H.W. Heath—J.B. Mackie
2.15 H.W. Heath—J.B. Mackie
2.45 H.W. Heath—J.B. Mackie
3.15 H.W. Heath—J.B. Mackie
3.45 H.W. Heath—J.B. Mackie
4.15 H.W. Heath—J.B. Mackie
4.45 H.W. Heath—J.B. Mackie
5.15 H.W. Heath—J.B. Mackie
5.45 H.W. Heath—J.B. Mackie
6.15 H.W. Heath—J.B. Mackie
6.45 H.W. Heath—J.B. Mackie
7.15 H.W. Heath—J.B. Mackie
7.45 H.W. Heath—J.B. Mackie
8.15 H.W. Heath—J.B. Mackie
8.45 H.W. Heath—J.B. Mackie
9.15 H.W. Heath—J.B. Mackie
9.4